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DIAN RAILWAY
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"Bombay Gazette" Press, Fort, Bombay.

[TEN PAGES.]

The Bombay Gazette.

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Milk

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

LIST OF DEPARTURES FROM BOMBAY

WITH LIBERTY TO CALL AT BRINDISI AND MALTA.

Date of Sailing, 1905. Saturday, 2 P.M.	Steamer.	Tons.	Connecting at Aden with.	Tons
17th June	PENINSULAR...	6294	INDIA	7911
24th "	EGYPT.....	7912		
1st July	ARCADIA.....	6603	BRITANNIA	6556
8th "	CALEDONIA...	7558		
15th "	PENINSULAR...	6294	MONGOLIA	9305
22nd "	ARCADIA.....	6603		
29th "	ORIENTAL.....	5284	MARMORA	10509
5th Aug.	ARABIA	7093	.....	.....
12th "	PENINSULAR...	6294	CHINA	7912
19th "	PERSIA	7951	.....	.....
26th "	ORIENTAL	5284	MOLDAVIA.....	9500
2nd Sept.	EGYPT	7912	.....	.....
9th "	PENINSULAR...	6294	MACEDONIA ...	10512
16th "	CALEDONIA ...	7558	.....	.....
23rd "	ORIENTAL	5284	VICTORIA	9600
30th "	MALTA	6054	.....	.....

The above Steamers convey Passengers to Marseilles, Plymouth and London.

Passengers for Brindisi transhipped to a connecting steamer at Port Said.

HEAVY BAGGAGE must be sent to the BALLARD PIER on FRIDAY AFTERNOON the day previous to sailing, and CABIN BAGGAGE before 9 A.M. on SATURDAY. The attention of Passengers is called to the importance of having their Baggage labelled with Port of Destination.

Tenders leave the Ballard Pier on day of sailing. All Passengers must attend at that place between 12 and 12-30 o'clock P.M. for Medical Inspection by the Health Officer of the Port, and no one will be allowed on Board the Mail Steamer unless so examined, and conveyed thence in the Company's Steam Barges. Special attention is directed to these regulations, which are imperative under the Venice Convention.

Friends of passengers cannot go on Board the Mail Steamer.

TO COLOMBO, STRAITS, CHINA, AND AUSTRALIA.

The Company's Steamers leave Bombay fortnightly usually on TUESDAYS, taking Passengers for the Straits, China, and Japan, and Return Tickets are issued on favourable terms.

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FRANK RITCHIE,
Superintendent, P. & O. S. N. Company.
Bombay, 30th May, 1905.

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COMPAGNIE DES MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS

TO MARSEILLES.

Vessels.	Tons.	Captains.	To Sail on THURSDAY.
AUSTRALIEN	6,635	Veron	15th June 1905.
VILLE de la CIOTAT ...	6,630	Jienne.....	13th July 1905.
YARRA.....	4,255	Jellier	10th Aug. 1905.

INTERCHANGEABLE TICKETS

RETURN TICKETS can be made available for one way by the Messageries Maritimes, and the return voyage by the Austrian Lloyd's at reduced Fares.

TO AUSTRALIA DIRECT,
AND THE FAR EAST, TRANSHIPPING AT COLOMBO.

Vessel.	Tons.	Captain.	To Sail on or about
NARA	5,807	Schmitz.....	24th June 1905.
DUMFEA	5,916	Boyer	22nd July "

RETURN FARES TO AUSTRALIA.

Available for 24 months.
1st Class Rs. 745, 2nd class Rs. 585, 3rd class Rs. 295.
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Return Tickets are available for two years.
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Officers of the Army are exempted from the penalty attached to overstaying their leave by reason of delay in arrival Steamer, provided it is timed to arrive within the period their leave.

The following sailings have been arranged :—

Steamer	Captain	Tonnage.	Date.	Year
ARAB	G. Red	3000	22nd	June.
NUR	Ely, Tait	3301	16th	July.
OLYMPIA ...	C. P. Osborne R.N.R.	5125	30th	July.
SOUDA	Sbatto Abrey	5126	3rd	Sept.
HIBERNIA ...	R. G. Garrick	3301	19th	Sept.
PERA	G Mitchell	3500	7th	Oct.
ARAB	.....	3500	28th	Oct.

Through rates to Europe include a passage by a B.I.S.N. Co.'s steamer between Karachi and Bombay.
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THE BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.
Intend to despatch Steamers as follows :—

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T. S. "LHASA," 2,171 tons, on FRIDAY, 16th June, from the Victoria Dock, Wall No. 14 Shed, on arrival of English Mail.

FOR KARACHI AND PERSIAN GULF.

S. S. "GOALPARA," 2,147 tons, on TUESDAY 20th June, at 10 a.m., from the Victoria Dock, Wall No. 14 Shed, calling at, weather permitting, Karachi, Pasni, Muscat, Jask, Bunder Abbas, Lingah, Bahrein and Bushire.

FOR KARACHI AND BUSREH.

T. S. "LAMA," 2,171 tons, on THURSDAY, 15th June, from the Victoria Dock, Wall No. 14 Shed, calling (for Mails and Passengers) at Muscat, Bushire, Koweit and Mahomerah, also taking Passengers and cargo on through bookings to Baghdad.

FOR EAST AFRICA.

S. S. "NUDDEA," 3,005 tons, on or about 27th June, calling at Mombasa, Zanzibar, Mozambique, Beira and Delagoa Bay.

FOR COAST PORTS AND CALCUTTA.

S. S. "SIRSA," 2,610 tons, on or about 23rd June.

MACKINNON MACKENZIE & CO.,
Agents.
Bombay, 14th June, 1905.

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BOMBAY TO TRIESTE VIA ADEN, SUEZ AND PORTSAID.

DIRECT LINE.

Steamer,	Captain.	Tons	To sail on
IMPERATOR...	F. Mosca.....	4,119	1st Oct, 1905.

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TRIESTE OR VENICE.....	Rs. 500	Rs. 325	Rs. 150

Takes Passengers to East African ports with transhipment at Aden.

ORDINARY LINE.

Steamer.	Captain.	Tons.	To sail on or about.
FRANZ FERDINAND.	C. Matcovich.....	6,056	20th July 1905.
† NIPPON	L. Soich	6,316	27th " "
* CHINA	S. Tomanovich....	6,000	26th Aug. 1905

† Will call at Hiume. * Will call at Karachi.

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Steamer.	Captain.	Tons.	To sail on or about
AUSTRIA	R. Colledani	7,068	26th June.

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VENCHI'S CARAMELLE MIGNON (with Fruit Gelatine)...	1 12 per lb.
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Rs. 3-0 per tin, with full directions.

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GUARANTEED TO CURE OR MONEY BACK.

BATLIWALLA'S AGUE PILLS or MIXTURE drives all the poisonous Malarial germs out of the body. It is truly wonderful that this dread disease can be cured so readily, but it can and that is all you need to think about. If you buy a bottle of BATLIWALLA'S AGUE PILLS or MIXTURE and if it does not cure your Influenza Malarious, Intermittent and Bilious Fevers and mild form of Plague, let me know at once and I will refund your money. I want no man's money unless I am satisfied that Batliwalla's remedies has given him more than his money's worth. Can you blame me for being enthusiastic about the efficacy of Batliwalla's Remedies? I have been selling them for years all over this country and in other countries. Batliwalla's Ague Mixture has attained such a high reputation in the Bombay Druggist's market that if I agree to take only one Rupee per dozen less than the market rate, I can sell one thousand dozens of it in one day only I offer a challenge of Rs. 5,000 to any one who can disprove this statement.

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THE

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Glove Stretch, Shoe lift, shoe and glove button hooks	24 0
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Age next Birthday.	Whole Life Assurances of Rs. 1,000. Whole Life Premiums.	Premiums Limited to 10 years.	Premiums Limited to 15 years.	Premiums Limited to 20 years.	Endowment Assurances of Rs. 1,000. Payable at death, or in 15 years.	Payable at death, or in 20 years.	Payable at death, or in 25 years.	Age next Birthday
	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	
20	21 10	48 8	36 9	30 7	64 6	47 6	37 11	20
21	22 1	49 4	36 14	30 15	64 6	47 8	37 12	21
22	22 9	50 0	37 7	31 7	64 8	47 10	37 15	22
23	23 1	50 12	38 0	31 15	64 9	47 12	38 1	23
24	23 9	51 8	38 10	32 7	64 11	47 14	38 6	24
25	24 2	52 5	39 4	33 0	64 12	48 0	38 7	25
26	24 11	53 2	39 15	33 9	64 15	48 2	39 10	26
27	25 5	54 0	40 10	34 2	65 1	48 6	39 14	27
28	25 15	54 14	41 6	34 12	65 4	48 9	39 2	28
29	26 9	55 13	42 1	35 6	65 7	48 12	39 6	29
30	27 4	56 13	42 13	36 0	65 10	49 0	39 11	30
31	27 15	57 13	43 10	36 11	65 13	49 4	40 0	31
32	28 11	58 14	44 2	37 5	66 0	49 8	40 6	32
33	29 8	59 15	45 4	38 2	66 4	49 13	40 12	33
34	30 6	61 1	46 2	38 15	66 8	50 2	41 6	34
35	31 6	62 4	47 1	39 12	66 13	50 8	41 10	35
36	32 6	63 8	48 0	40 10	67 2	50 14	42 2	36
37	33 5	64 12	49 0	41 9	67 8	51 6	42 11	37
38	34 6	66 1	50 1	42 3	67 14	51 12	43 5	38
39	35 9	67 6	51 3	43 4	68 4	52 5	43 15	39
40	36 11	68 12	52 5	44 9	68 11	52 14	44 10	40
41	38 0	70 3	53 8	45 11	69 3	53 8	45 6	41
42	39 6	71 11	54 12	46 14	69 13	5 8	46 4	42
43	40 13	73 4	56 1	48 2	70 6	55 0	47 3	43
44	42 5	74 13	57 6	49 7	71 0	55 14	48 4	44
45	43 14	76 7	58 12	50 13	71 11	56 13	49 6	45

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Sums not exceeding Rs. 1,000 in the aggregate may be deposited within any one year from 1st January to 31st December.
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Interest is allowed at the rate of THREE PER CENT. per annum on the mail an monthly balance not exceeding Rs. 5,000.
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Henry Brocken, by W.I. de la Mare.	1	0
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Bank of Madras	10,000	500	all	8 pr. ct.	1,080
Commercial Bank of India	40,000	70	100	nil	40
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National Bank of India	40,000	£25	£12½	dvd 10 pr	

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Bombay; United	900	900	1,000	dvd Rs15	500
Bombay Cotton Manfg. Co.	1,200	500	500	dvd Rs4	597 1-2
Central India	1,500	500	500	R 50	1,800
China Mills Co. Ld.	800	1,000	1,000	dvd Rs45	840
City of Bombay Mills	800	1,000	1,000	dvd Rs40	540
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Colaba Land and Mills	4,000	700	700	dvd Rs25	685
Coorla Mills	1,500	1,000	1,000	dvd Rs40	785
Currimbhoy Mills	750	1,000	1,000	dvd Rs50	805
David Mills	1,450	500	500	dvd Rs16	370
Empress	2,100	500	500	Nil	975
Framjee Petit	1,250	1,000	1,000	dvd Rs30	670
Hindustan	1,200	1,000	1,000	dvd Rs30	
Howard and Edalbugh	1,500	500	500	Nil	500
Hydorabad	750	1,000	1,000	Rs 40	920 xd
Imperial Cotton	900	500	500	Nil	780
Indian Manfg.	1,000	1,000	1,000	dvd Rs30	740
Indo-China Manufacturing Co., Ld.	700	1,000	1,000	dvd Rs25	667
James Greaves,	1,300	500	500	Nil	
Jamsetjee Manufacturing Co.	1,800	250	250	dvd 5	470
Jowraj Balloo	1,000	1,000	1,000	dvd Rs30	705
Jubilee Mills Co., Ld.	843	1,000	1,000	dvd Rs20	515
Khandesh	750	1,000	1,000	dvd Rs30	720
Khatau Makanjee	1,000	1,000	1,000	dvd Rs25	500
Leopold	3,500	100	108	Nil	103
Laxmidas Spinning and Weaving Co.,	1,000	1,000	1,000	Nil	510
Madras United.	600	1,000	1,000	Rs 110	2,710
Manockjee Petit	4,000	1,000	1,000	dvd Rs65	2,685
Morarji Goculdas	1,050	1,000	1,000	dvd Rs70	2 175
New Great Eastern	4,400	1,000	1,000	Nil	220
Presidency Mills Co., Ld.	742	1,000	1,000	dvd Rs40	860
Queen Mills	800	1,000	1,000	dvd Rs40	830
Ripon Mills	800	1,000	1,000	dvd Rs 30	800
Sassoon	1,050	1,000	1,000	Rs 50	888
Sholapore Mills	800	1,000	1,000	dvd Rs60	2,025
Soondurjee	750	1,000	1,000	Nil	175
Soonora Maharatta	2,380	250	250	7½	205
Sun Mills, Ld.	2 200	250	250	Nil	212 1-2
Standard Mills Co.	1,000	500	500	Rs. 40	736
Swadeshi Mills	3,000	500	500	dvd Rs35	1,376
Sassoon and Allance	4,000	500	500	dvd Rs17	570
Union Mills, Ld.	400	1,000	1,000	Nil	25
Western India	1,300	1,000	1,000	Nil	50
Ooni Soo	2,800	500	500	30	630

PRESS COMPANIES.

Akbar	200	1,250	1,250	125	
Albert (Kurrachee)	200	1,000	1,100	Rs 50	600
Ballary	167	1,000	1,000	dvd Rs20	290
Bombay Cotton	1,000	125	125	Nil	921 2
Broula Cawnpore Press Co., Ld.	500	200	200	dvd Rs10	190
Broach City Press Co.	500	200	40	dvd Rs12	175
Colaba	500	1,380	1,380	dvd Rs150	300
East India	850	1,000	1,000	dvd Rs150	1,375
English Press and Manfg.	700	250	250	dvd Rs 4	5
Ezra	150	8,000	1,150	dvd Rs40	690
Fencia	800	500	500	dvd Rs25	510
Harvey, and Sabapathy	150	00	500	dvd Rs40	600
Kingoll Press Co. Ld.	750	100	100	dvd Rs 20	102 1-2
Khangaum	240	450	450	dvd Rs20	330
Mercantile	1,600	125	125	dvd Rs22	47
Mofussil Co.	3,125	400	400	dvd Rs 40	565
Munmar M	1,000	250	1	dvd Rs22½	270
New Berar	1,250	400	500	dvd Rs30	505
New Indian	1,000	Rs	125	dvd Rs 7	143 3-4
Prince of Wales and Punjab Co.	600	500	500	dv Rs30	460
Sind	100	1,000	1,000	dvd Rs150	2,150
Surat City Press Co., Ld.	400	750	750	dvd Rs20	430
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	450	1,000	1,000	dvd Rs3	1,095

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				dvd Rs12	Iyearly
Alcock: Ashdown	1,1750	100	100	dv Rs 12	295
Back Bay Baths	500	50	50	dvd 10	55
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Do. New Issue	1,800	625	375	dvd 45	2 200
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Bombay Flour Mill	1,000	500	500	dvd 30	675
Delhi and Northern India Flour Mills	1,700	200	200	dvd Rs14	162
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Indian Guarantee Surety Ship Assn	5,000	100	10	10 pr ct	12
John Roberts and Co	1,500	100	100	dvd Rs10	175
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Kurrachee Landing	500	500	80	7 1-2	80
Marcks and Co., Ld.	4,000	100	100	dvd Rs10	143
Napier Hotel Co	2,000	100	100	9 pr ct	5
Oriental Govt. Security Life Insurance	5,000	00	50	6 1-4 pr ct dvd Rs3	13
Phillips and Co., Ld.	4,000	100	100	DvdRs 3	51
Port Canning Co	5,000	1,000	1,000	dvd Rs30	412 1-2
Soundy and Co.	1,000	100	1,061		26
Thacker and Co.	2,000	500	500	dvd Rs30	600
Thacker and Co.,	1,500	100		dvd Rs15	231
Telephone Co	23,500	26	25	dvd Rs27½	29

RAILWAY COMPANIES.

Ahmedabad Dholka Ry	..	...	...	...	
Ahmedabad Prantej Ry. and Valsey Ry. Co.	4,000	500	...	dvd Rs 12	557 12
	6,000	500	...	dvd Rs 7	405

G. I. P. RAILWAY.

The following is the comparative statement of traffic earnings for week ending 3rd June 1905.

	Coaching Traffic.	Goods Traffic.	Sundry Receipts.	Total for the week.
	Rs.	Rs.	Rs.	Rs.
Approximate earnings for week ending 3rd June 1905—				
G I P Ry system.	2,50,777	7,86,252	3,776	10,40,805
I M R do ...	64,178	1,06,334	456	1,71,018
Total.....	3,14,955	8,92,586	4,232	12,11,823
Actuals for corresponding week ending 4th June 1904—				
G I P R system....	2,73,193	8,13,441	5,776	10,92,410
I M R do ..	54,550	1,26,051	723	2,81,324
Total.....	3,27,743	10,39,492	6,499	13,73,734
Increase or { G I P R	—22,416	—27,189	—2,000	—51,605
Decrease... { I M R	+9,628	—1,19,667	— 267	—1,10,338

SHIPPING INTELLIGENCE.

THE steamer Hashemi, 2179 tons, Captain C H Hansen, will sail to-day for Calcutta with a general cargo of duty paid salt.

THE F Rubattino S N Co's steamer D Balduino, 3644 tons, Captain O Canepa, will sail to-day for Genoa, with a general cargo and passengers,

THE steamer Koordistan, 1729 tons, Captain J Crouch, arrived in harbour yesterday from Buseeh 5th June, with a general cargo, and Mrs Sassoon, daughter and son as passengers.

THE B I S N Co's steamer Lama, 940 tons, Captain M G Williams, will sail to-day for Persian Gulf, via Karachi with a general cargo and Mr W Sequeira, Dr D G Advani and 65 deck.

THE Messageries Maritimes Co's steamer Australien, 2900 tons, Captain H Verron, arrived in harbour yesterday from Sydney 22nd May, with a general cargo and passengers. She sails to-day for Marseilles, with the same bottom cargo and passengers.

ARRIVALS.

June	Vessel.	Commander.	From.
14	Australien s	Verron	Sydney May 22
	Koordistan s	Crouch	Buseh June 6

DEPARTURES.

June	Vessel.	Commander.	Destination.
14	Muttra s	Seddon	Calcutta
	Nerbudda s	Stanley	Zanzibar &c
	RIMS Duperin	McArthur	Cuina

The following vessels obtained their port clearances yesterday :—

Steamer Lama Williams for Persian Gulf
" Hashemi Hansen for Calcutta
" D Balduino Canepa for Genoa
" Australien Verron for Marseilles

The following vessels began to load yesterday ;—

Steamer Ville de Tamatave for Dunkirk &c
" Hild for Bangkok
" Naderi for Jedah

CALCUTTA.

DEPARTURES.

June 11—Steamers Folzate, Dunrobin, Afghan, Uganda and a steamer, numbers undistinguishable.

MADRAS.

ARRIVALS.

June	Vessel.	From
6	Clan Stuart	Liverpool
11	Mombassa	London

REUTER'S TELEGRAMS.

STEAMER MOVEMENTS.

The B I S N Co's steamer Goorkha passed Plymouth on the evening of the 10th instant.

The P and O S N Co's steamer Himalaya arrived at Suez from Bombay on the morning of the 12th instant.

The Clan Cameron arrived in London on the morning of the 12th instant.

The P and O S N Co's steamer Victoria arrived at Plymouth on the morning of the 13th instant.

The Clan Alpine left Suez on the morning of the 11th instant,

The German East Africa Line steamer Safari left Zanzibar for Bombay on the 12th instant afternoon via Mombasa and Goa.

DAILY EXPORTS.—JUNE 14,

FOR LIVERPOOL.

Arabia s—15 bales wool David Sassoon and Co ; 100 cwts nigerseed and 1000 cwts fennugreec Volkart Brothers ; 1000 cwts oil cake S Bhimjie 1002 cwts feninigree A Blaschecck and Co ; 40 bales wool G Gungadas 25 bales wool N Goculdas 1051 cwts gingellyseed J Fachiri ; 329 cwts oil cake New Mofussil Company

FOR MARSEILLES.

Stanley Hall s—2000 cwts wheat Ralli Bros
Provincia s—2425 cwts linseed M C Michailidi and Co
Arabia s—900 cwts fennugreec Volkart Bros 990 cwts gingelly J Fachiri ; 250 bales cotton Ralli Bros
Ville-de-Tamatave s—391 cwts gingellyseed J Fachiri ; 1500 cwts fennugreec 200 cwts mustardseed and 1000 cwts wheat Volkart Bros ; 41500 cwts wheat Ralli Bros

FOR LONDON.

Egypt s—200 cwts gum S Bhimjee ; 575 cwts wild turmeric bulb 100 cwts gum and 3½ cwts curdamomseed M J Joomabhoy and Co ; 24 bales carpets H J Mahomed
Peninsular s—3 cwts ivory D Vallebhoy and Co ; 3½ cwts ivory M G Mahomed

FOR HULL.

Othello s—15300 cwts cottonseed Ralli Bros ; 928 cwts cotton seed K B Sajan
Idar s—1400 cwts cottonseed Ralli Bros ; 4000 cwts cottonseed M Ratansi

FOR DUNKIRK.

Clan Lindsay s—110 bales cotton E Spinner and Co ; 1000 cwts horns J M Rahimtoola ; 347 cwts poppyseed Volkart Bros

FOR ANTWERP.

Drachenfels s—55 bales hemp D M Doongajee and Co
Clan Robertson s—499 cwts myrabollams A A Carim and Co

FOR HAMBURG.

Drachenfels s—8 bales cotton v aste N S Bharucha 2000 cwts Cottonseed 1000 cwts fennugreec Volkart Bros ; 250 bales cottondly J C Tadiwala ; 4000 cwts linseed K D Sassoon and Co ; 112 bales cotton Ralli Bros
Werdenfels s—325 bales hemp P Bhimjie 19 cases bristles H Sulzer and Co ; 53 cwts gum Coults and Co ; 1000 cwts myrabollams A A Carim and Co ; 13 pots geranium oil Volkart Bros ; 155 bales cotton fly K Hurmukhroy and Co ; 2000 cwts castorseed 1000 cwts mustardseed Volkart Bros ; 1005 cwts mustardseed A Blaschecck and Co

FOR GENOA.

Stanley Hall :—502 cwts rapeseed Ralli Brothers 20 tons old iron M Adamjie

FOR BREMEN.

Werdenfels s—200 2wts mustardseed and 55 bales cotton Volkart Bros

FOR BARCELONA.

Provincea s—27 cwts ground nuts Volkart Bros

FOR TRIESTE.

Southgate s—200 cwts fennugreec Volkart Bros 1001 cwts linseed 1100 bales cotton A Blaschecck and Co

FOR ODESSA.

Southgate s—978 cwts gingellyseed J Fachiri

FOR VENICE.

Southgate s—600 bales cotton A Blaschecck and Co ; 1000 cwts rapeseed E D Sassoon and Co ; 1000 cwts castorseed Ralli Brothers 1000 cWts castorseed Volkart Bros

FOR KOBE.

Mazagon s—300 bales cotton G S Chandabhoy and Co ; 500 bales cotton Bamjie and Co ; 1500 bales cotton Sassoon J David and Co ; 220 bales cotton Dinshaw & Curranee and Co 600 bales cotton R S N Talati and Co.

Rance s—71 bales cotton Shroff and Co ;300 bales cotton Seth and Co ; 800 bales cotton N Khoiraz and Co ; 800 bales cotton Ralli Bros

Alvia s—100 cwts oil cake K B Sajan 3000 cwts barley N Khairaz and Co

FOR HONGKONG.

Mazagon s—111 bales twist J David 1600 bales cotton Gaddum and Co ; 60 bales twist Framjie Sons and Co ; 1200 bales twiss E D Sassoon and Co.

Ischia s—74 cwts sharkfins and fishmans R Dhunjie and Co

FOREIGN TELEGRAPHIC SERVICE.

JUNE 14.

GREAT BRITAIN.—Via Teheran Perfect Vial Turkey Perfect, Via Suez Perfect.

CONTINENT OF EUROPE.—Via Teheran Perfect Via Turkey Perfect Via Suez Perfect.

AMERICA.—Via Brest Perfect, Via Valentia Perfect, Via Direct Cable Perfect.

AUSTRALIA.—Via Penang Perfect, Via Amoor Perfect.

CHINA.—Via Penang Perfect, Via Amoor Perfect, Via Bhamo interrupted.

AFRICA.—Via Aden Perfect, Via Cadis Teneriffe Perfect, Via Lisbon St Vincent Perfect.

Cable Cayenne,—Pinheiros interrupted (4-8-03)

Cables Dominique —Martinique and St. Lucia Martinique interrupted Telegrams will be conveyed frequently by steamers (14-5-03)

Cable communication with Martinique is open via Lisbon and Cadiz. Telegrams are accepted at sender's risk and code addresses should not be used (4-8-03)

Cables between Vladivostock and Nagasaki are closed for an indefinite period to all classes of telegrams (19-2-04.)

The Vladivostock route being temporarily closed, telegrams via Chin for Europe and places beyond should bear in the preamble the indication "via Kiachta." The charges are the same as by the Vladivostock route (25-2-04).

The Japanese administration notify that telegrams written in plain English or Japanese addressed to Dalny or Port Arthur can be forwarded to Nagasaki by Military post.

At present they can only be accepted at senders risk (18-3-05-)

Cable Paramaribo Cayenne interrupted (25-5-05).

Turkish route restored 15-6-05.

Latest dates of Foreign Messages received at Bombay from the United Kingdom during the 24 hours ending at 8 p.m. of the 14th June 1905

(Difference in Longitude allowed for.)

Via.	Latest Dates. D.	H.	M.	Time occupied in transmission. Hours.	Minutes.
Turkey		nil		nil	
Teheran	14	2	21 p.m.	0	19
Suez	1	2	20 p.m.	0	15

Time occupied in the transmission of messages to Bombay during the 24 hours ending 8 p.m. of the 14th June, 1905.

	Maximum Time H.	M.	Minimum Time, H.	M.
From Calcutta	1	35	0	4
" Karachi	0	23	0	7
" Madras	0	35	0	7

WE regret to hear of the death in Allahabad of Captain Shakespear, 4th Cavalry. The deceased officer appeared to be in very good health until Monday, when he first received an apoplectic shock. He died quite suddenly in the early hours of Tuesday morning from the effects of another shock. Much sympathy will be felt for the regiment and the deceased officer's widow, who has always been very popular in the station.

COMMERCIAL INTELLIGENCE

LONDON, JUNE 13.

SECURITIES—

2 1-2 per cent. Consols	89 13/16	= 1-16
2½ do. Rentes	99 3/4	= unchanged
3 1-2 do. Indian Sterling Loan	£106	= do
3 1-2 per cent. Indian Enfaced Rupee Paper	£85 11/16	= do

SILVER—

Spot in London	26 3-4	= 3/16
2 months hence	26 1/2	= 1/4
Spot in New York	58 1/8	= 3/8

EXCHANGES—

Paris cheques	25-17 1/2	= 1-01
Berlin "	20-48 3/4	= 1/4
New York Demand	4'87	= unchanged

DISCOUNTS—

Bank of England	2 1/2 per cent	= unchanged
3 months sight Bank Bills	2 per cent	= do
3 " " "	2 1/8 per cent	= do
3 " " Fine Trade Bills	2 3/8 per cent	= do
3 months sight Fine Trade Bills	2 5/8 per cent	= do

INTEREST—

Day to day loans	1 3/8 per cent	= unchanged
7 day market loans	1 3/4 per cent	= + 1-8

SUGAR—
German granulated 1st marks 14 1 1/2 due, tone quiet but steady.

RUBBER—
Para Rubber 5/8 buyers.

RAPESEED—
Brown 26 1/2 buyers, tone dull

LINSEED—
Linseed Bold 43 tellers, tone firm

COFFEE—
Coffee in New York, 7 5/8 — 1/8

ARRIVAL—
Steamer—Gadsby
Wheat Afloat for U K 2,800,000 qrs

In Liverpool.—Cotton Market closed quiet. East Indian quiet. Manchester steady. Total sales 6,000 bales. Spot 4'68 — 5. Egyptian F. G. F. Brown 7 1-8 unchd. Sold on speculation and for Export 500 bales. Imports 17,000 bales. Futures closed steady.

June-July	July-Aug.	Aug.-Sept.
4'55 —5	4'55 —5	4'55 —5
Sep.-Oct. 4'55 —5	Oct.-Nov. 4'55 —5	Nov.-Dec 4'55 —5
Dec.-Jan. 4'56 —5	Jan.-Feb. 4'57 —5	Feb.-Mar 4'58 —5

Receipts at U S Ports	16,000 bales
Do last year	1,800 do
Exports to Great Britain	4,600 do
Do do Continent	

IN NEW YORK—

Spot	8'90 +30
Futures, month of July	8'37 +20 a
Do, do, December	1'62 + 49 b

a Partially declined owing to liquidation but afterwards advanced.
b Advanced owing to "bull" support and short covering.

IN NEW ORLEANS—

Spot	8 5/8 +1 8
Futures, month of Sept	8'49 + 21
Do, do. Dec	8'59 + 21
Tone at close	firm

Arrivals of Cotton, Wheat and Seeds into Bombay, for the 24 hours ending at 6 p. m., on Tuesday, 13th June 1905 :—

Cotton	11,381 bales.
Wheat	51,092 cwts.
Linseed	12,853 do
Rape, Rai and Mustard	3,936 do
Gingellyseed	339 do
Poppyseed	7,592 do
Groundnuts	474 do
Castorseed	3,391 do
Rice	1,570 do
Myrabolams	383 do
Cottonseed	23,460 do
Mowrasseed	633 do
Grain	7,124 do
Jowar	9,655 do
Maize	nil

BOMBAY, JUNE 14.

EXCHANGE—Tone quiet.

Bank T. T.	...	...	1s. 4d.
Bank Demand	...	...	1s. 4 1-32d.
Credit Bills 3 Months Sight			D.A. 1s. 4 5-32d.
Do 6	do.	do.	1s. 4 1-4d.
French Francs 3	do.	do.	109 3-4
Marcks 3	do.	do.	138
Hongkong 30	Days	Sight	137
Shanghai 30		do.	191 1-2
Japan 30		do.	149

GOVERNMENT PAPER.—3 1/2 per cent. Tone quiet.

Cash	...	...	98'0
Forward Delivery	...	...	98'0

Money Market, Tone quiet.

BANK RATE—

Bank of England since	9th March	2 1-2	per cent.
Bank of Bombay	do.	14th April	5 do.
Bank of Bengal	do.	27th April	4 do.
Bank of Madras	do.	1st June	6 do.

SEEDS

LINSEED—Tone firmer.

	Rs.	a.	p.
Ready ... ... Buyers	7	9	0
Forward September	7	15	0

RAPESEED—Tone quiet.

Brown—Cawnpore, Ready ...	6	8	0
Yellow Cawnpore, Ready	7	0	0
Yellow Guzarat, Ready ...	7	3	0

POPPYSEED—Tone steady.

Ready ... ... Buyers	7	15	0

CASTORSEED—Tone steady.

Ready	29	8	0

WHEAT.—Tone steady.

White Delhi ready	4	11	0 per cwt.
Do. Do forward ...	4	11	0 do.
Jubbulpore Pessi	30	0	0 per candy

LIVERPOOL OPENING TELEGRAM.

Tone—firm.
Estimated sales ... 8,000 bales
Imports ... 4,000 "

June-July	July-Aug	Aug.-Sept.
4'67	4'67	4'67
Sept.-Oct. 4'67	Oct.-Nov 4'67	Nov.-Dec. 4'67
Dec-Jan. 4'68	Jan-Feb. 4'69	Feb March. 4'69

COTTON.—The local market is firmer, and prices have advanced Re. 1 to Rs. 2 all round. Exporters are buying quietly, but the demand from mills is better, particularly for high class and stapled descriptions.

The "Satta" market is also firmer, and prices are Rs. 3 higher for Good Broach and F. G. Bengals, (New Crop). At the close we quote as under :—

	Rs.	
G. M. G. Broach 15th, 25th Mar, dely.	237 to 238	Sut-
F. G. Bengals 15th, 25th January "	187 to 188	tas.
Fine M. G. Bengals November "	209-10	R.D.
do. do December "	205	do.
do. do January "	202	do.
do. Khangaum Akola "	210	
F. G. (M. G.) Khandeish "	200	

Official quotations of the Bombay Cotton Trade Association, Limited :—

Bengal, H.-G. (Ry. terms)	...	...	177	167 ...
Bengals, M. G. (Ry. terms)	..	...	187	177 ...
Sind-Punjab (M.-G.)	...	...	180	176 ...
Comrawuttee (descriptions)	M.-G.	....	193	188 ...
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Julgaum (M.-G.)	...	...	...	185 179
Khamgaum, fair staple (M.-G.)				
Karanja do. (M.-G.)			194	187 ...
Akola do. (M.-G.)				
Comra, good staple (M.-G.)	...	...	...	...
Dhamongaum Poolgaum (M.-G.)	...	...	198	192 ...
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Broach (M.-G.)	...	...	216	212 ...
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Do (H.-G.)	...	...	193	188 180
Dharwar (S.-G.)	...	...	...	... 214
Westerns	...	...	...	... 194

26th June

COMMERCIAL AND FINANCIAL NEWS.

LONDON, JUNE 13.

The Liverpool Cotton Market closed	quiet
Barsks	quiet
Good Bhownugger	4 6/32
The Manchester Market has been	steady
2 1/2 per cent Consols	90 13/16
3 per cent Rentes	99 3/4
3 1/2 per cent Sterling Loan	106
3 1/2 per cent Rupee Papers	85 11/16
Bar silver	26 3/4

THE French Tichborne case, as the extraordinary action brought against the Marquis de Casa-Riera has been styled, has taken another step towards the point which will culminate in a criminal prosecution, the claimants of the estate, who had accused the Marquis of being a plebeian foundling, having realised the hopelessness of proceeding, neither appeared nor were represented when the case was called on in Paris on Wednesday. The Marquis, however, declined to permit such a collapse, and demanded that, pleadings or no pleadings, a definite judgment of the court should be given. When this has been done the ground will have been cleared for penal action. The claimants, however, are Spaniards, and there may be difficulty about enforcing jurisdiction.

LUXURY FOR THE SKIN.

"The Albion Milk and Sulphur Soap is pleasant to use and whitens and softens the skin" writes Lady Constance Howard. Countess of Westmeath says "It gives much satisfaction." The ALBION MILK and SULPHUR SOAP is a highly agreeable and beneficial Luxury for the toilet, bath and nursery and leaves the skin in a pure, refreshed and healthy condition. Delicately perfumed. All Chemists, Stores, etc., sell it.

DOMESTIC OCCURRENCES.

THE Charge for Announcements of BIRTHS, MARRIAGES, DEATHS and MEMORIAM Notices (which must be authenticated by the name and address of the sender) is Rs. 2 for six lines or less, and 8 as. for every additional lines. CASH strictly in ADVANCE.

OTHER PRESIDENCIES.

BIRTHS.

ALEXANDER—June 9. at Cawnpore, the wife of Captain E W Alexander, of a son.
DUFF—May 17 at Betul, C P. the wife of J G J Duff, DSCP. Police, of a daughter.
MILLS—June 8, at St Hilda's Coonoor, the wife of Lieut E Gray Mills, Royal Indian Marine, of a son.
POOLE—June 5, at Meerut, the wife of Lieut I M Conway Poole, Indian Army, of a daughter.

MARRIAGE.

BURBIDGE—SIMMONS—June 3, at the (Old or Mission) Church, Calcutta, by the Rev A H Bowman, Herbert Harry, fourth son of James George Burbidge, of Balham, England, to Emma Aileen, third daughter of James Frederick Simmons, of Calcutta.

DEATHS.

DUFF—June 6, at Betul, C P, Anne, the dearly beloved wife of J G J. Duff, D S C P Police.
KING—May 31, at Damoh, C P, Charles John, son of late Civil Surgeon T King, Damoh, aged 50 years 10 months 23 days.

IS IT WEAKNESS?

At those periods when you let your arms fall by your side and experience that all gone feeling, just remember that your nerves are out of order. A bottle of

KEMP'S VITAL INVIGORATOR

will brace up and strengthen the tired nerves, and do it in a wonderfully short space of time.

The price is Rs. 3 per bottle.

KEMP & CO., LD.,
THE BOMBAY CHEMISTS.

BOMBAY.

TO-DAY.

Sun rises, 5h. 23m., Sun sets, 6h. 37m. High water, 10-3m. 9-45a. Low water, 3-11a.m., 3-54a.

Association Football: Rovers vs. Government Telegraph.

POLO.—There will be a game at 5-15 p. m., this evening.

POSTAL NOTICE.—Mails for Singapore, China and Japan per extra s. s, Ischia, will be closed at the General Post Office at 7 p. m., to-morrow.

DEATH OF A BOMBAY EX-DETECTIVE.—Sirdar Mir Abdulali Akbarali, late head of the Bombay Detective Police, died at his residence at Love Lane Byculla, last night. He had been suffering from heart disease for some time past, and the malady developed into pneumonia three days ago

WHERE-EVER YOU ARE on the Hills or Plains, take good advice and

WARE COTTON CLOTHS, for they are apt to give you chills, which can be guarded against if you

WEAR WOOLLEN MATERIALS which you are sure have been made of pure wool, without admixture of cotton or other non-absorbent.

THE NEW EGERTON WOOLLEN MILLS CO., LD.

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FLANNELS—Suiting Tennis and Shirting.

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you undoubtedly require an Instrument that will wear well, and will give you entire satisfaction for many years.

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beautiful Pianos will give you satisfaction on all points.

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possess every attribute of a first class Instrument, they are unequalled for beauty of Tone and Perfection of Touch.

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are thoroughly reliable in the most trying climates, and every owner of one of those fine pianos is certain of the utmost satisfaction.

These Pianos are for Sale or hire by the Sole Agents

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FORT, BOMBAY.

BLUTHNER'S PIANOS ARE IDEAL PIANOFORTES.

THE BLUTHNER PIANOFORTES must not be classed with the productions by makers who are keen in the battle-royal of competition as to who could produce an inferior Piano at the smallest possible cost. Mr. JULIUS BLUTHNER has secured the World's Highest honours by dint of energy and determination to perfect his productions and to construct Musical Instruments in accordance with the most approved modern standards and requirements worthy of the name of Pianofortes and to sell them at a moderate price which, compared with public waste of money on worthless articles, is not an excessive sum. The Bluthner Pianofortes are the only Instruments which will help to radically change one's whole life in the matter of Music in a few days. The mysterious secret of their wonderful success and their wonderful influence on Musical people is their marvellous Brilliancy, Sweetness and sympathy in Tone. The actions of the Bluthner Pianofortes being soft, easy and uniform, have the effect of rousing the pupil and the musician from careless interest to the highest possible attainment which natural ability warrants. They are the only Pianos, specially built for India, possessing soulful music in every string. All musicians regard the time when they started using a Bluthner Pianoforte as the best days of their lives.

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FREDERICK ADYE
(Author of "Horse Breeding and Management," "The Queen of the Moor," &c.)

E. W. F. CASTLEMAN
(Amateur Jockey, Owner, and Trainer.)

H. R. SARGENT
(Author of "Thoughts upon Sport," "Sport, a National Benefactor," &c.)

FIRST APPEARED IN THE "BOMBAY GAZETTE" OF MAY 22.
SECOND APPEARED ON MAY, 29TH.
THIRD APPEARED ON JUNE 5TH.
FOURTH APPEARED ON JUNE 12TH.
FIFTH WILL APPEAR ON JUNE 19TH.

THE TURF AND ITS CHIEF CHARACTERISTICS.

TO meet the demand for high class articles on the Turf, made by the general public as apart from the racing-man, we have arranged for a series of anecdotal and informing contributions. These are concerned with anecdote and reminiscence rather than with racing form, and emphatically deprecate that type of gambling which has attached itself to the noblest of sports. The following programme shows the open, healthy nature of the series, and the authors' names are guarantees of thoroughly popular and high-class treatment.

PROGRAMME.

1. The Jockey Club—How it is Managed, and how it Manages Racing by .....Frederick Adye
2. A Panorama of the Turf (Professional Racing Folk), by.....E. H. Cooper
3. Racehorses and their Owners...by Frederick Adye
4. Trainers and Jockeys—Some Reminiscences, by.....E. W. F. Castleman
5. The Sportsman—The Man who Loves Racing, by .....E. H. Cooper
6. The Gambler—Showing the evil result of the excitement of Betting on the Course, by.....E. H. Cooper
7. Steeplechasing and Steeplechasers .....by H. R. Sargent

By one who has seen many great Races and knows the foremost riders of the day.

Racing as a National Sport.....by Frederick Adye

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ELECTRICAL ENGINEERS
AND
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NOTICE.

SUPPLY OF ELECTRICAL ENERGY FOR LIGHT AND POWER IN BOMBAY.

A LICENSE to supply ELECTRICAL ENERGY to the public having been granted by the Local Government to the Brush Electrical Engineering Company, Limited, a supply of Energy will be shortly available in the principal streets and roads of the Fort.

TARIFF.

(1) The charges for Electrical Energy will be on the maximum demand ('Wrights') system.
(2) Readings of meters and indicators showing the maximum supply demanded will be taken once in every month.
(3) The Energy consumed will be charged for at the rate of 8 annas per Board of Trade unit for the first hour's use per day of the maximum supply demanded, as recorded by the Indicator, whether for lighting or power: all in excess of this quantity will be charged at the following rates :—
(a) For lighting purposes or for lighting and power purposes when on the same circuit—3 annas per Board of Trade unit.
(b) For power purposes only—1 1/2 annas per Board of Trade unit.
(4) A minimum charge of Rs. 9 per quarter will be made to the occupants on behalf of every house, tenement, flat or other premises, whilst connected to the Company's mains, even if no energy is consumed.
Applications for supply must be made on a printed form which can be obtained at the Company's Office, Canada Buildings, Horaby Road, Fort.

FRANK W. CHANTER,
Agent to the Brush Electrical Eng. Co., Ltd.
Dated Bombay, June, 8th, 1905.

NOTICE TO CORRESPONDENTS.

*** All communications intended for publication in our columns must be addressed to THE EDITOR and not to any individual member of the staff.

The Bombay Gazette

THURSDAY, JUNE 15, 1905.

PHYSICAL LABORATORIES IN GERMANY.

UNDER the system of furlough studies instituted by the Government of India, Professor G. W. Kuchler, Professor of Physical Science at the Presidency College, Calcutta, and Meteorological Reporter to the Government of Bengal, recently visited the physical laboratories of certain German Universities and Technical High Schools. He sent in a report to Government, which will hereafter be included in a volume of the series of Occasional Reports, but advance copies have been issued to the Press and circulated among those more immediately interested in the subject. Professor Kuchler devoted his energies to the investigating into the methods adopted at the universities and polytechnics of Munich, Berlin, Vienna and elsewhere in Germany, with regard both to the ordinary study of physical science and to the character of the investigations and the system pursued in the case of students who are entering upon a course of independent research ; and the construction and equipment of modern German laboratories, the special merits of scientific instruments of German manufacture and the facilities for standardising these instruments which are offered at central institutions in Germany. In the course of his tour, Professor Kuchler visited the Universities of Vienna, Graz, Berlin, Leipsic, Halle, Marburg, Munich, Freiburg and Strasburg, and the Technical High Schools of Vienna, Graz, Berlin, Hanover and Karlsruhe, also the scientific workshops of Toepfer at Potsdam, of Schmidt and Haensch, Berlin ; Hartmann and Braun, Frankfort and of Dr. Edelmann, Munich. Of her laboratories, we are told Germany may justly be proud, and Dr. Kuchler not only describes them, but gives us plans of them, as an appendix to his report. He describes the methods of study at the institutions he visited and tells us that the study of physics in the technical high schools differentiates itself from that in the universities in so much that in the former it forms only a part of some complete course of technical training, while in the latter it is for the most part pursued as an independent branch. In the technical high schools the students are allotted to different departments according to the professions for which they wish to qualify. In the more highly organised institutions of this kind there are separate courses of study for civil engineers, mechanical engineers, electrical engineers, architects, surveyors and chemists. Though all of these have to attend a course of lectures on experimental physics, only the electrical and mechanical engineers and the chemists are required to attend practical work beside.

Until recently, no advanced or research work in physics was done by students in technical high schools. Within the last few years, however, those institutions have been raised to the rank of universities. To attain this, however, it is necessary that the student should have completed some original work in the subject which he selects and to this work he can only devote himself after he has finished the full course of five years prescribed for his technical training. So far as physics is concerned very little advanced work is likely to be done, even in the future in technical schools. In the university, however, it appears that conditions are different. The degree of doctor is attained by proficiency in some one special subject. A student who takes up physics has practically nothing to divert him from his special studies during the four or five years over which his university career usually extends. He is required to attend a certain number of lectures in what is known as the philosophical faculty, but outside his own subject nothing is asked from him but a certificate that he has paid the required fees, and he naturally chooses the lectures which have more or less bearing on the study of physical science. Other classes of students are provided for in the university physical institutes. The study of practical physics is enjoined in the case of students qualifying for a higher grade state teachership in the section of "Mathematics and Physics." The essential point of the physical institute of a university, however, writes Mr. Kuchler, is that it is designed to meet the requirements of students whose ultimate purpose is the carrying out of advanced work or the prosecution of original research in physical science. It is the needs of these particular students, few though they be in number, which determine the character of the institute and make it necessary that it should be much more elaborately constructed and equipped in the case of a university than in that of a technical high school. The same holds good of the lectures as well, which are consequently much more numerous and varied in the former institutions than in the latter.

Professor Kuchler describes the course of instruction, the lectures, as he shows, representing a greater or less degree of specialisation. One point with regard to the whole system of lecturing he particularly notices, as a useful lesson may be drawn from it. Lectures on each subject are given in common to students of all years, not as in Calcutta Colleges, to the students of each year separately—a plan which considerably lightens the work of the college. On the subject of advanced or original work carried on in these institutions, Professor Kuchler notices, in the first place, that with the exception of the work done by the members of the teaching staff themselves, this is practically confined to the universities. Compulsory work in the technical schools extends over so many years that very few can spare the additional time required for the attainment of the title of doctor. The physical institute of the universities exist largely for the benefit of the candidates for the degree of Ph. D., a necessary condition of which is the elaboration of a dissertation on some piece of original or quasi-original work. It is only with maturity of study that a student can be expected to show moderate judgment in the selection even of the mere direction of his subject of research and to work with a reasonable amount of independence after he has commenced his investigations. In Calcutta, with which, as we have said Professor Kuchler is connected and with which he compares the German institutions, he says at present the only preliminary training which the research scholars receive is the practical course which they go through in preparing for the M. A. examination. This is inadequate, and he is convinced that until the existing scheme of practical work, leading up to the M. A. degree, is remodelled, research students ought most certainly to spend the first of the three years for which they are appointed in acquiring a fuller knowledge of laboratory methods than they can possibly have derived from the course prescribed for their degree. The German institutions offer us many lessons which Professor Kuchler duly sets forth, and it is not improbable that the Government of India will endeavour to apply to the improvement of Indian technical education.

THE MILAN EXHIBITION.

No sooner are the doors of the great St. Louis Exposition closed than preparations are made to open others in various centres of the old world, writes the "Handels-Museum." Liege opened with great state her International Exhibition on the 27th of April, although it was by no means ready for that ceremony. There will be an Austrian Exposition at Earl's Court in London in 1906. And Milan celebrates the opening of the Simplon tunnel by the holding of a great World's Fair next year. Milan has made rapid progress in the last decade, and as the greatest industrial town in Italy, it gives promise of as remarkable a development as almost any American city. In the heart of the town old buildings have been torn down, and palaces erected in place of them. In the last few years a new quarter has been added, in which new and beautiful houses and palatial gardens have been laid out that give Milan a splendid and almost an imperial character. The centre of the city offers from morning until late at night the spectacle of a vigorous and moving life. The completion of the Simplon tunnel between Iselle and Briga, a distance of twelve miles, a scientific undertaking that offered interminable difficulties throughout its length, was a favourable opportunity for the opening of an Exposition in Milan, while it adds to the facilities for international communication. The cost of carrying out the great Exhibition undertaking, which is taken up enthusiastically by the Milanese, is guaranteed by every class of Italian. The King subscribed one hundred thousand lire, out of his private purse, and the Government set aside for it a considerable donation. Other countries have indicated their desire to take part in the Exhibition and a number of friendly Powers are prepared officially to support it. Besides France, Switzerland, Belgium, Germany. Japan, Brazil, Argentina, the United States, Servia, Bulgaria, and others States, Austria and Hungary will also be officially represented. Austria has already secured a favourably situated area for her exhibits. The plan of the Exhibition will include sections for the newest means of land and sea transport, for the decorative arts, for aerostatics, and for industrial machinery of an international character, but the section of the five arts will be exclusively Italian. The Exhibition will be held in two parts of the town, quite separate from one another, but connected by an electric overhead railway. One portion with the Art Palace will be in the park in the new quarter, while the other, the chief portion, with the great transportation and industrial Palace (the Lavoro) will be in the large parade ground of Milan, the Piazza d'Armi, and here Austria will erect her pavilion.

ADULTERATED AUSTRALIAN WINES.

INTER-STATE free-trade in Australia does not seem to be working smoothly as far as the wine industry is concerned. An instance of this is presented by the wine industry in Victoria and South Australia. In Victoria there is a strict Wine Adulteration Act, which prohibits the mixing of sugar and water with wine, and fixes the maximum amount of chlorine (salt) at 35 grains per gallon. In South Australia there is no special Act dealing with the adulteration of wine, and only the provisions of the Health Act apply to the industry. Consequently, as sugar and water are not injurious to health, South Australian wine growers can add them to an unlimited extent to their wines. The low price at which some South Australian wines are sold in Victoria points to the conclusion that they are heavily adulterated. The public demand is chiefly for a sweet red wine. This demand plays into the hands of the adulterator. The Victorian manufacturer, who is forbidden to use sugar, has to keep his wine sweet with the addition of pure wine spirit, but the adulterator accomplishes the same end by the addition of sugar. The latter adds not only sugar, but also water, and thus is able to make perhaps 1,000 gallons out of the same amount of grapes that the honest manufacturer has to use to produce 500 gallons of pure wine. It is not contended that the whole of the wines imported from South Australia are adulterated. It is admitted that South Australia produces wines of excellent quality. Against the competition of high class wines or, indeed, of pure wines of any description, the Victorian manufacturers do not complain. But they justly claim that they should not have to compete in their own market, as well as throughout Australia, with the adulterated wines produced in a State, where there is no Act to prevent adulteration. The Victorian wine industry is languishing, as a result of the competition of adulterated wines from South Australia. The most effective remedy against the competition of adulterated goods from one State with the pure goods of another is undoubtedly to give the Federal Parliament power to deal with the question of adulteration, and, thereby put all the States on an equal footing. For the present an immediate and effective way of dealing with the competition of adulterated South Australian wines in Victoria would be the public prosecution of the sellers of these adulterated liquors.

THE MARITIME TRADE OF BENGAL.

THE report on the maritime trade of Bengal for the official year 1904-1905, which has just been published, bristles with interesting details of the sea-borne trade of the Province of Bengal, both foreign and coasting, and embraces the trade not only of the chief port, Calcutta, but also of the subordinate ports viz., Chittagong, Balasore, Cuttack, Puri, and Narayanganj. The year was a remarkably prosperous one as far as Calcutta was concerned, the aggregate trade being the highest recorded for any previous year. The increase, which, in value amounted to 9·3 per cent., was shared by both the foreign and the coasting trade. Exports in the foreign trade exceeded imports by 20 1/3 crores in value ; the aggregate of imports and exports being over 102 crores, an increase in value of 7 3/4 crores, or 8·3 per cent. The imports of merchandise in the coasting trade rose by 60 lakhs, or by 11·9 per cent., and the exports by 56 lakhs, or by 8 per cent. Among the articles that showed a decrease under the head of imports, it is interesting to note, is whisky which showed a decrease of 11 per cent. All descriptions of provisions exhibited a larger trade and, with the exception of China, all countries sent larger supplies to Calcutta. The imports of refined sugar increased greatly during the year, in quantity by 12·2 per cent. and in value by 13·5 per cent. In piece-goods the year was a prosperous one, the demand for finer and heavier goods being noticeable. There was especially an increase in the flannels and tweeds imported. Turning to exports, increases are shown in the following:—raw cotton, tea, rice, wheat and wheat flour, hides and skins horns, indigo, oil-seeds, and unmanufactured tobacco Raw jute, opium, saltpetre and silk and silk manufactures, all showed a sharp decline. On the other hand, jute manufactures, principally gunny-bags and gunny cloth showed a large increase, exports to Argentina increasing by 17 1/2 lakhs and to Chili and Peru by 20 lakhs. The expansion in the exports to Argentina is due to the huge crops that had to be moved in that

AT a meeting of the Chamber of Commerce last evening the subject of the change of time for local purposes was discussed. When the question was put to the vote, 22 voted in favour of the retention of geographical time and 17 against.

THE Amir shortly returns to Kabul on the conclusion of his shooting trip in the Kohistan.

COLONEL MCMAHON and the leading party of the Seistan Mission are now within a few marches of Nushki.

ON the 9th instant some Wazirs raided Gurguri Salt Post in the Kohat district, killing one and wounding two sepoys. They made off with two rifles.

NEGOTIATIONS are now in progress for handing over the working of the Bengal-Dooars Railway to the Government of India under the terms of the contract made with the Secretary of State.

IT has been ruled that any officer who fails in one or more of the tests laid down in Army Regulations to qualify for retention in the Indian Army should be re-examined only in those subjects in which he has failed.

IN all probabitity the proposed camp of exercise near Delhi in connection with the Royal visit will be held between Balabgarh and Gurgaon, a light railway being temporarily run up between the two places. A raised platform capable of accommodating 200 persons will be erected on the maidan adjoining Balabgarh.

SCHEMES are before the public for electric trams, lighting and power at Lucknow, Cawnpore, Allahabad and Benares. At Lucknow, there has been opposition to the proposal to run trams down the centre of the roadway, unless the concessionaires widen the metalled portion of the road. At Allahabad there are rival schemes, Messrs. Kilburn and Co., of Calcutta, and Mr. Montague Churchill Shann having each applied for licenses. Mr. Shann is supported by a syndicate which is supplying capital for Bombay's scheme, and on a comparison of the terms offered to the public numerous petitions from the inhabitants of Allahabad are being submitted favouring Mr. Shann's project.

THERE seems to be a craze just now, at least in the Punjab Command, observes the "Pioneer," for the education of the native soldier. We understand that under recent orders promotion to duffadar in the Cavalry is to be dependent upon the sowar's ability to read and write English. Now, considering that the best of our native soldiers are drawn from the agricultural classes, or from tribesmen, such a condition is almost grotesque. The men have no knowledge whatever of English, and in more than one regiment not only the non-commissioned officers but also the native officers cannot speak a word of English But nevertheless, they are fine types of the fighting classes, and command the confidence and respect of the British officers and the rank-and-file alike. To regulate promotion on the lines proposed would be the greatest mistake that has yet been made in dealing with the Native Army. As it is, the examinations before non-commissioned officers can be provided step by step are severe enough to dishearten some men, who, though illiterate, are admirably suited to rise above their fellows ; and to put further obstacles in their way would have a very bad effect. If sowars, otherwise qualifity by their keenness and soldierly qualities, know English so much the better, but we do not want a position to be created in which townsmen, with a smattering of education, enlist in order, that the non-commissioned ranks may be filled by English-speaking duffadars. One of the great inducements for men to join the Native Army is that they know promotion will come if they show themselves capable and intelligent, and that even the native commissioned ranks are open to everyone. If the qualification of knowledge of English is insisted upon before promotion is given, there will be an end to the popularity of the Service. A generation or two hence when primary education has spread over rural areas it may be possible to introduce an order of the kind just referred to ; at present its enforcement seems out of the questions, and it should be immediately withdrawn.

PARIS AND ITS UNDER-WORLD.

There is a song at the end of the arch-romance of Bohemia which comes closer to the spirit of the Latin Quarter than anything, perhaps, since the ditties of Beranger. It is the song that Marcel hums to Rudolphe at the end of "Scene de la Vie de Boheme," and Murger never better expressed the Paris that he knew than in the lines—

Muse de l'infidelite,
Revions encore manger ensemble
Le pain benit de la gaite.

Thackeray touched this aspect off in his ballad translation that sings of "the brave days when we were twenty-one," and around this kind of clandestine Paradise, with its tinsel veneer and garret squalor, a literature has grown that is not a bad caricature of life in general. It leavens with a dash of diablerie most of the European literatures, and has supplied the vagabondage of the modern world with a cheap Parnassus in the shape of the hill of Montmartre. We are only using the kind of free locution in which that locality excels when we say that Montmartre deserves the classic compliment in respect of its being both "steep" and "stony," and it is with the extravagance and poverty of Montmartre and the Latin Quarter that our present author deals.

We wonder, remarks the reviewer, referring to the Mr. Sanborn's "Paris and the Social Revolution" whether all good American newspaper men have the same desire to be Paris correspondents, as the proverbil American citizen has to go to Paris when he dies. If that be so, Mr. Sanborn should be one of the happiest of men, for he has been accredited there for years as the abstract and brief chronicler of the "Boston Transcript," a paper which has always had an eye to the human side of both the hemispheres, Acting on the principle that every man (even a journalist) is entitled to his hobby, Mr. Sanborn has kept a watch over the seamy side of Parisian society and politics, and put the result into a rather portly and vastly entertaining book of four hundred pages, with some sixty sketches by his friend, Mr. Vaughan Trowbridge. As for the author, his qualifications are well established, for he observes without bias, records with freshness and comes home to the reader's attention, not as a herald of novelties, or a censor of scandals, but a well-informed touring companion into a region where none of us can fail of a deep-seated and very lively interest. Kings come and go, sanctos revolt and Governments are overthrown, the Seine runs with wine one day and blood the next, but the lord of social misrule remains perpetual monarch in the purlieus of Montmartre and the University and not all the philosophers of Paris, from Abelard onwards, have ever dethroned Folly and set up Minerva in her place.

Nature has so arranged it that the happy-go-lucky shall stand a chance of surviving along with the blues-blooded of her scions, the Babu with the high caste Brahmin, the haunter of the cafes-concerts on the "Boul' Mich'," along with the convex-nosed patrician of the Faubourg St. Germain. But survival of the one sex means the survival of the other, and the little grisette who figured so airily in the vaudevilles of Scribe and the faces of Labiche a generation or more ago, has left us a daughter who copies her mother minutely, whoever her father might be. She takes her share in the popular revolts against dictation, and finds sympathetic laureates in the famous Bohemians who frequent the many imitations of the old Chat Noir. These modern cabarets of Montmartre have not the velvet purr or the feline aggression of their more famous prototype, but at the Treteau de Tabrin, or the Cabaret des Quat' Arts, you may hear the arrangements being made for the processions of the "Vache Enragee," by long-haired gentry with the strangest lingo, the maddest ideas, the shabbiest linen (if any), and the most unaccountable reputations in the world. As such they are the lineal descendants of those melodious wastrels, Rotelocuf, maitre Villon, and the King of the Basoche, Clement Marot. It is a long dynasty, and ... its not the Guillotine as there used to be for the scarf of hemp ; but she has her share of suitors even in these days, and the pedigree of Bohemia has still a crimson bordering to make it convincing.

Half of Mr. Sanborn's pages are devoted to a study of anarchism in its native lair, and the review he gives of its propaganda and methods reminds one of Marjorie Fleming's confiding remark about the Newgate Calendar—that she found it "very instructive." His first chapter is borrowed wholesale from another work, the well-known treatise, "L'Anarchie, son But, ses Moyens," by Jean Grave, in whom the French revolutionaries find their chief exponent. The passage is tedious, verbose, windy, interminate, and makes a very shifty jumping-off ground for the present work. We feel ourselves on firmer footing when it comes to discussing the four methods of anarchical propaganda : by speeches, by writings, by individual self-assertion for the sake of example, and by overt acts of violence. It is a thankless road to tread, and it leads to nothing but an inky apotheosis in back-street weekly papers, and anniversary wreaths on the melancholy murdes Federes with the grim alternative of death by silence and imprisonment in the tiny cells of St. Etienne. We will spare the reader any summary of the revolutionary movement, its Press, its sorry achievements, and its heroes past and present. Mr. Sanborn practically throws himself on the side of the angels and the gentlemen, but his ideals in eulogy are not of the highest, and he cannot forbear lapsing into forced and reckless antitheses. He calls the first part of his work "The People," but wastes nearly all these seven chapters upon anarchy, and when he concludes this he makes a rhetorical tag by coupling names like those of Raleigh and Revachol, Petronius Arbiter and Louis Lingg, and half-a-dozen other irreconcilables. That sort of thing may impress the young man, gifted declaimer on American forms, but it can only make the judicious reader Mudie's or the

After the tragedy of anarchie comedy and the grotesquerie of turn we to the Bohemia is the only land that comedia's leaders. can call its own, and once establish porary fame shine of its admiration, it will go hard the sun-have to stay there. And what a cui you will group of groups they are, these freaks an group or these past and present slingers of ink, tumistes" bare alumni of the gutter, these lumina thread-naphtha-lit book-stalls and absinthe-sodden the rants! Individually what guys they make ! an Fontan Crusoe slept a hundred and eleven consecutive nights under a tree, and lived (save the mark) on three to five sous per day. Chapus (also within we trust) called himself Orientaliste, wrote tracts, sharpened razors, wept professionally at graves for an Irish" keener," carried snacks of beef "a la mode" in his pockets, and omelettes and rice pudding in his hat. Cochet, rhymester and philosopher, boasted among his many Orders the Star of the Legion of Honour, also the unique Order of the Green Elephant consisting of a zinc cutting painted green and suspended by a dog-chain. The Marquis de Sondin drew portraits for ten sous a head but will not sell his poetry. The late Amedee Clouz was too generous to plagiarise and too discreet to parody his friends, so he waited till they died and then produced marvellous imitations of their poetry, and sold them as their posthumous works.

We know the lost leaders of this circle—Anatole France, who is now a classic in more classic walks ; Paul Bourget, who decks himself no longer in unutterable garb ; the melancholy Jehan Rictus, who looks like John Dilon, and acts the part by uttering the most unearthly and desolate wails in verse, who has threatened Heaven in the manner of Victor Hugo with all sorts of condign punishment if it does not fulfil its professions, and who has written the tenderest child-idylls, except Charles Lamb and Eugene Field. But of all the crew there was no one for sheer effrontery and bathos like the erratic being who bore, until a month or two ago the name of Bibi-la-Purse. He was the idol of the vagrant man of letters, and has been more celebrated in slang dithyrambs and bad statuary than any two men who ever lived.

Verlaine flattered and honoured him with a skinny copy of verses with two or three words to each line, and the inflated subject was devoted ever afterwards to strewing the poor grave with bouquets a deux sous. He was by turns an artist's model, a "bummer," as they would call him in the Bowery, a shoeblack, a watches bicycles at cafe doors, a vendor of his own photographs, and a professional fop for the display of misfits and waste product of "slop" tailors.

(Concluded on page 6.)

PEACE NEGOTIATIONS.

MAKE LITTLE PROGRESS.

FIGHTING IN MANCHURIA.

BRITISH STEAMER SUNK BY THE RUSSIANS

[THROUGH REUTER'S AGENCY.]

LONDON, JUNE 13.

President Roosevelt has had fresh conferences with Count Cassini and M. Takahira on semi-official communications from St. Petersburg.

The suggestion that Russia is merely prepared to appoint a delegate to receive the Japanese conditions is regarded as intended to impress the Russian public.

It is not taken seriously abroad and it is perfectly understood that Japan will only enter into negotiations on equal terms.

A despatch from Washington says that the Russian reply has been received and, it has been officially announced, agrees with Count Cassini's notification of yesterday, but publication is withheld both belligerents deeming it undesirable.

General Linievitch reports that the Japanese advanced forces began an attack on the 9th on Colug and are advancing on the Mandarin road and another eastward of it. The latter on the 10th occupied the heights northward of Kuoho.

An official despatch, published at Tokio, says that the Russian columns attacked three points of the Japanese front on Sunday, and were repulsed.

A telegram from Singapore states that the Dniper, which was formerly known as the Petersburg, transferred to the Dutch steamer Flores in the Malacca Straits, 41 Chinese crew and the mails from the British steamer Saint Kilda captured and sunk by the Dnieper in the China Sea with contraband on board. The Saint Kilda's European crew and officers have been retained on board the Dnieper.

LONDON, JUNE 14.

Count Lamsdorff, replying to President Roosevelt's proposal, said that the Tsar rejoiced that President Roosevelt was completely in accord with his views regarding the general appeasement so essential to the welfare and progress of all mankind, and adds that the Russian Government in nowise objects in principle to a meeting of plenipotentiaries if Japan expresses a desire for the same.

LATER

The text of the Russian reply published at St Petersburg has evoked general disappointment. It contains pacific expressions as cabled this morning, but in dealing with the main question says that as regards the eventual meeting of plenipotentiaries to consider how far it would be possible for the two Powers to elaborate conditions of peace, Russia has nothing to object to in principle of such an attempt, provided Japan desires it.

THE GREEK PREMIER ASSASSINATED.

Assailant Arrested.

LONDON, JUNE 13.

The Greek Premier, M. Delyannis, has been stabbed in the abdomen, outside the Chamber. His assailant was arrested at once.

The wound is most serious.

LONDON, JUNE 14.

M. Delyannis is dead and his State funeral takes place on Friday next.

The details show that his murderer approached as if to greet M. Delyannis and kissed his hand and simultaneously plunged a dagger into his stomach. Death speedily followed from internal hemorrhage. The assassin whose name is Gherakaris declared that his object in killing M. Delyannis was revenge for the rigorous measures which have been instituted for closing the gambling establishments.

THE KHEDIVE IN ENGLAND

The Coming Royal Wedding.

The Khedive travelled to Windsor for the Royal wedding, with the Duke and Duchess of Connaught and the bridal couple.

AMERICAN INTEREST IN CHINA.

President Roosevelt's Support.

Replying to a deputation from the American Asiatic Association, President Roosevelt promised to do his utmost to promote American trade in China and to confer with the departmental officials regarding the same.

The deputation urged the relaxation of Chinese exclusion.

SWEDEN AND NORWAY.

Government Instructions.

LONDON, JUNE 13.

Sweden has instructed her Consuls to continue to act as Norwegian as well as Swedish Consuls but they must ignore the illegal Norwegian Government.

BARON ROTHSCHILD DEAD.

The death is announced of Baron Nathaniel Rothschild at Vienna.

THE Ootacamund Observatory has received an addition to its instruments in the form of a sunshine recorder placed in its branch office. It is a glass ball with acids that revolves and in doing so records the hour according to Madras time which is about 15 minutes in advance of local time on a card-board, renewed daily. This becomes singed by the sun's rays if the sun happens to be shining. The unsinged portions of the card announce the time when a cloud obscures the disc.

[THROUGH REUTER'S AGENCY.]

THE MOROCCO IMBROGLIO.

German and French Activity.

LONDON, JUNE 14.

M. Rouvier is encountering unexpected difficulties in selecting a Foreign Minister and a new Ambassador at Berlin. Meanwhile, Count Tattenbach in Morocco is strengthening the German position and has obtained valuable concessions including the construction of a new port at Tangier.

It is understood that France is turning the screw in Southern Morocco and stopping arms and munitions for the Sultan's troops, and winking at similar importations for the Pretender's forces.

It is reported that the Sultan of Morocco has sent a peremptory note to France asserting that she is supplying arms and ammunition to the insurgents.

THE YEAR'S OPIUM REVENUE.

LARGE INCREASE.

(FROM OUR CORRESPONDENT.)

SIMLA, JUNE 14.

Mr. Baker's budget estimate of the opium revenue for the current official year is proving distinctly below the actuals, the returns to the end of last month to-day published show receipts close upon nine lakhs of rupees above those budgeted for the period concerned. The Bengal opium revenue is even higher than these figures indicate, but is partially counterbalanced by some falling off in Bombay.

MILITARY INTELLIGENCE.

In supersession of all previous orders on the subject the following instructions regarding the wearing of helmets by officers in India are published for information. The Wolesley pattern khahi helmet will be worn by officers serving with British units when parading with their men in all orders of dress, and by all other British officers when in khaki, except when the lungi is worn. The existing pattern white or regimental helmet will be worn by Staff and Departmental officers in all orders of dress except khaki, and by officers serving with British units on ceremonial occasions when not parading with their own men. White drab or rifle green helmets of the existing pattern will be worn by British officers of the Indian Army in all orders of dress except khaki, and except when the lungi is worn instead.

The Troops forming the Movable Column at Chakdarrah began their march back to Mardan and Nowshera on Sunday.

ARRIVALS, June 14.

Lieut, Aurel, 7th Baluchis on leave from Chaman.
Lieut D Coptis, Ord. Dept. on leave from Kirkee.
Lieut. G. A. E. Dalrymple, 32 Punjabis, on leave from Belgaum.
Major. A. A. Kennedy, 3rd Husars, on leave from Sialkote.
Lieut. F. H. Moody. 40th Pathans, on leave from Chumbi.
Capt. A. D. Law, Hampshire Regt. on leave from Subathu.
Major J. R. M. Marsh, Lincol. Regt. on leave from Bangalore.
Captain R. B. B. Foster, I. M. S, on leave from Secunderabad.

DEPARTURES, June 14.

Major C. M. Cartwright D. A. A. G. on leave to Mussoorie.
Lt. F. A. B. Johnstone, 101 Grenadiers, to rejoin to Quetta.

DEPARTURE OF THE R. I. M. S. DUFFERIN.

The Royal Indian Marine steamer Dufferin, Commander A. W. McArthur, R. I. M., sailed last evening for China with the 41st Dogras, Sipply and Transport establishment, and sections, British and Native Field Hospitals and details, consisting of 10 officers 2 ladies, 1 child, 14 warrant officers. 2 women, and 2 children, 9 sergeants, 36 native officers 1137 non commissioned officers and men, 122 public and 35 private followers. The following are the names of the passengers:—Major and Mrs Eales and child; Captains MacPherson, Hutchinson, Swiney and Colson, Lieutenants Eliot, Mars Hobday, Heron I. M. S. and Needham I. M. S. Miss Mckenzie; Assistant Surgeons Lemerile and Freed Harte, Staff Sergeants Grosse, Inward and Henley.

THE FRENCH MAIL.

The following passengers will proceed to-day per Messageries Maritimes Coy's steamer "Australien" from P Dock shed "M" to Marseilles, &c. There will be the usual medical inspection at the dock at 7-15 a.m. sharp. Native servants and ayahs and dock passengers must be at the Prince's Dock, disinfecting shed, at 6-30 a.m. with all their bagage:—For Marseilles—MrE A Gall, Major A F Kennedy, Mr C Revan Petman, Captain Cros, Mr H de Sarzec. Rev A N Banerjee, Commander A S Piffard. Lieutenant F H Moody, Mr G Orfanidi, Mr R C Hamilton, wife and infant, Miss Stevenson Captain A D Law, Mr Hush Gordon, Mr A Mohanlal, Mr Daruvala, Sergeant Major Gardham, Mr G Pitcairn, Mr A M de Souza, Mr F B Motiwala, Mr Ernest R Fern, Mr J Greenhalgh and infant, Mr and Mrs Hughes, Mrs E E McDonnell, Mr Nettement, Mr Clinchant, Mr Simpson, Mr and Mrs Gayward, Mrs Thompson and child, Mr E M Long, Mr Farnsworth, Mr Earwater, Mr Ord, Mr and Mrs Sanger and child. Mr and Mrs J A Sinanian 24 children, Mrs Daly, Mr Sheehan, Mr Giudon, Mrs Garrien, Mr and Mrs Sarlin, Mr Verre De Cloitre, Mr and Mrs Picanon, Mrs Tremblais, Sister Saphie Guilbert. Sister Christin Dubois, Sister Odilia Nicolas, Mr and Mrs Lafforgue, Mr and Mrs Herbert and 2 children, Mr and Mrs Arboireau and child, Mr Chilard, Mr Jameuse, Mr Caraff, Mr Ganthier, Levrier, Mr Massias, Mr Bernard, Mr Sardoux, Mr Mouvier, Mr and Mrs Morandeau and 2 children Mr LeBihan, Mr and Mrs Woelkel and 3 children, Mr Doumengue, Mr Mindet, Mr and Mrs Mouton and 2 children, Mr Pariselle, Mr and Mrs Lacroise and child, Mr Armstrong. Mrs Bresson, Miss Lesire, Mr Tisadon, Mr Baumann, Mr C Peggeschi, Mr and Mrs H O Barnard and child and Dr A Rojasingham.

THE Madras Government have requested the Commissioner for Government Examinations and the Registrar of the Madras University to see that no examinership is conferred on a public officer unless through and with the consent of the head of his Department, and has specially drawn the attention of the Director of Public Instruction to the matter.

AMONG the predatory classes of the population of Paris, even the Russian Alliance is not respected. The Grand Duke Nicholas, great-uncle to the Czar, and his aide-de-camp, Col. Brunner, have just had this fact borne painfully in upon them with all the chastening sense of loss. They arrived at one of the hotels in the Rue de la Paix a few days ago, and on Wednesday afternoon, went out for a stroll, the colonel not locking his apartment. On their return he had the chagrin of finding that his baggage had been rifled of valuables worth £400, without the thief even being put to the trouble of picking a lock. There is no clue to the thieves. The colonel admits to a feeling that to be caught so completely in a guerrilla domiciliary visit makes a trained tactician look "small."

NOTES FROM PARIS.

Paris Caricaturists as Hosts.

M. LOUBET AND THE PRESIDENCY.

SOCIAL ACTIVITIES OF THE SEASON.

PARIS, MAY 26.

THE annual Fete des Humoristes took place at the Casino de Paris on the 19th. The entertainment was one of those which only Paris can produce; in London the same thing would have been heavy and vulgar; here it was a merry, mad frolic, the very exuberance of which was part of the triumph of artistic organization. The promoters of the Fete are the members of the Society of Caricaturists and humorous Artists of Paris, and each year the proceeds are allotted to some deserving object. On the present occasion the money will be given to the fund for erecting a memorial to one of the earliest French caricaturists, Callot. The best men contribute with brush and pencil; one, Vallet in this instance, designs the posters, whilst others are in evidence "on the night," producing souvenirs of artistic value. People attending are requested to come in the costume of a certain period, but as the bills announce, all men's costumes will be admitted, "provided they are original." Gentlemen wearing ordinary evening dress were last night provided with Louis XIII. beavers, so as to have at least some portion of their dress in keeping with the period represented. Among the distractions was a studio of the "Croquevivante," in which Leandre, for a consideration, produced sketches of what he considered his sitters looked like in some three strokes of his pencil. Alongside was a kind of lucky-bag provided by D'Auglay, Maurice Neumont, and Georges Redon, from which the crowd drew pictures, drawings, and designs, together with tickets for a mysterious "groslot," which turned out to be the right to dance with a beautiful damsel. And so on, all round the great hall, which represented the Fair of the Pont Neuf under Louis XIII., and endless range of side shows, all funny, and most of them original. Then there was a swing, in much demand, and a not-too-greasy pole, up which athletic young ladies swarmed for prizes. And they danced, in oddly-assorted couples, a mass of kaleidoscopic colour, until the electric globes paled in the sun's clear light.

Anarticle publishedin the "Lanterne" brings home to us the fact that, at the end of a few short months M. Loubet's term of office as President of the French Republic will have expired. A little known man, M. Loubet's election came as a surprise to most Frenchmen, and only those moving in the inner circles of the political world could tell the story of the intrigues which led up to the choice of so unfancied an outsider. But well has it turned out for the Republic that such a selection was imposed, for during the six years M. Loubet has dignified the high office of Chief of the State. France has become stronger and more self-confident, and has regained much of the moral influence in the world's councils of which the disasters of "l'annee terrible" had deprived her. Cooler-headed and more patient than Carnot, utterly free from the ostentation of Felix Faure, M. Loubet has known how to reconcile conflicting political interests and close up the Republican ranks. When he entered the Elysee, France was in the throes of an agitation which threatened to end in civil war; thanks to his choice and support of able and fearless Ministers, that danger is past, and the Republic stands, for the first time in its history, on really solid foundations. M. Loubet has more than once expressed the keen delight with which he looks forward to the time when he may lay down the cares of office and again become a private citizen, and, if he allows himself to be nominated for a second term, it will be because his friends have persuaded him that in such a course his duty to the country lies. The Marquis de Segonzac has returned from captivity little the worse, it would seem, for his experiences; he looks as fit as a healthy, open-air life can make a man—lean, tanned, and active. At present, he has but exchanged one form of persecution for another, and it would be interesting to know which he prefers, the attentions of a Moor, armed with a long jezail, or the attacks of the Paris journalist equipped with book and pencil. There is always a sporting chance of the gun failing to go off, but none whatever of an alleged interview not being written. M. de Segonzac is particularly anxious to impress the fact that his capture was the result of an accident such as might happen to any stranger travelling in Morocco, and that political intrigue had nothing whatever to do with it. The possibilities of Morocco do not seem to have impressed M. de Segonzac very favourably. Wherever there is water, the fertility is great, but generally, owing to deforestation, the land is scorched and arid for want of rain, though in the depths of the valleys there are tracts which with irrigation are capable of being turned to good account. The population consists of Berbers and Arabs differing greatly in character and habits, the former leading a sedentary and the latter a nomad existence. In the extreme south there is an admixture of Berber and negro blood.

The Parisian, always a shivery creature, rejoices at the thought that summer has re-established itself. The Bois is in its most enchanting mood, full of vernal splendours, and the chestnut and the plane in the avenues of the city are decked with fairest green. You may count it has the supremest moment of the season, these weeks before the Grand Prix. There is nothing palpitating in the papers; the real life of Lutetia transpires in regions unreached by the reporter—in the salons of the Champs Elysees and in the Avenue do Bois and in the clubs and open-air meeting-places of society. Everywhere is activity of a quiet sort. Exhibitions claim the moments of the day reunions and receptions the hours of the night. As to the exhibitions, there is none more popular than the dog-shew, housed, at this moment, in that somewhat bleak historical spot, the gardens of the Tuileries. Fifteen hundred "tou-tous" make the air resound with dog music, whilst, with conscious coquetry, they adopt their most gracious pose before the visitor. There are dogs of every degree; the fox-hound, the deer-hound, the pointer, the setter, the terrier of Scotch and Irish race, the lap-dog, ineffable in its ribbons and canine furniture. Someone has drawn a comparison between these ten pampered pets and the dogs of toil, who draw the rag-picker's cart in the early morning, and, in some Departments, are harnessed to a hundred trades. But Paris loves its dogs as perhaps no other capital. Nowhere is the companion of man on such a pinnacle. Nor is there class distinction in the worship, as the dog of the poor is as omnipotent as the dog of the rich.

If the dogs do not attract you, there are the flowers, subtle in form and colour and perfume. They are gathered in the city conservatories at the Cours-la-Reine, beside the Seine. Triumphs of the garden and the hot-house are here just as, half a mile away, are the triumphs of the kennel. These are the pictures of nature and gardener. Pictures of the other sort are in abundance, not only in their normal frames of the salons, but in a dozen exhibitions a cote. The most famous of them all is, of course, the Whistler Gallery (under State auspices) at the Ecole des Beaux Arts. Tout-Paris worships daily at the shrine of the great American. The theatres present no great novelty because, as Grand Prix approaches, people go less and less to the play. The two revivals, perhaps of the "Demi-Vierges" at the Vaudeville and the "Maitre de Forges" (the "Ironmaster") at the Gaite, most attract the town. The Italian opera, however, has its perfervid patrons, who will doubtless continue their allegiance right through the heats of June. Most of our leading actors and actresses transfer their affection to London during June and July. Coquelin, Rejane, Sarah Bernhardt, Yvette Guilbert, Jane Hading are each bent on tempting fortune by the Thames. Here we shall continue rather lamely with "second strings," until the new season opens in September.

Not only does the racing calendar supply that stimulus to life which makes existence possible to the man of money and opportunity, but in an individual way there is plenty of sport afoot. The golf clubs that have introduced a note of scarlet into the landscape around Paris have begun their great trials of skill, and all day the enthusiastic wielder of the cleek and mashie marches from green to green in an effort to hole in fewer strokes than his fellowman. Tennis, too, flourishes exceedingly in these days at the Isle de Puteux, where feminine eyes watch the prowess of the champions beneath the shade of red umbrellas that cover a dainty tea-tables in the Bois de Boulogne, less aristocratic in its tendencies, and in other spots where Anglomania triumphs over French inertia in matters of physical exercise. So though Parliament stagnates in a pool of anti-clericalism and foreign politics resolve themselves into vague guesses as to the whereabouts of Rozhdestvensky, we manage to support life with fair grace. And in a few days shall we not have a King amongst us? Democratic Paris takes kindly to its regal visitors—more specially when they are young and sympathetic, like Alphonso of Spain.

Theatrical art is not confined to the Boulevards. Very often you find it, in equally interesting and more amusing conditions, in the side-theatres that exist in Montmartre and various of the outlying regions of the city. There is, for instance, the Grand Guignol—a suggestive name, is it not?—and really the house seems little larger than those tiny play-boxes in the Champs Elysees, which resound of an afternoon to the cries of battle and revenge of the bonhomme Polichinelle. The Grand Guignol might hold two or three hundred people—hardly more. Yet the acting is always excellent, putting to shame, sometimes, the performances in more pretentious establishments. The fashion is to play short pieces of one or two acts, so that the evening bill is stuffed with four or five different kinds of fare. It has a double advantage in enabling the management to produce the unknown author without much risk to the pay box, because he is balanced by the tried dramatist and, secondly, to sandwich grave and gay, or rather terrifying and emollient, so as to send the audience home without fear of the nightmare. At this moment, the little theatre has a programme of much interest. Though it is situated in Bohemia, the Grand Guignol has almost an aristocratic air and the "monde" and "demi-monde" do not adventure except in full evening toilette.

The main item is a two-act play, entitled "L'Obsession," which is remarkable because it deals with one of those subjects of horror that have found acceptance, on the advanced stage in Paris, during the last year or two. A drama of the kind was "An Telephone," given at the Theatre Antoine, in which the husband was the auditor, through the receiver of the instrument, of the agony of his wife in the hands of a murderer. Another terrific play, presented at the Grand Guignol itself, was called "La Derniere Torture." It related a supposed incident at the siege of the Legations in Peking, in which a father put his own child to death rather than allow her to fall into the hands of the Chinese. "L'Obsession" deals with the case of a madman who, sane on every other point, has homicidal designs upon his son. A doctor tells him that if his mental derangement is hereditary he cannot be cured; his fate is inevitably sealed. The patient subsequently learns that his father died mad. Then the mania comes again upon him and he kills his son. That is the terrific problem in medical psychology set for us with all the art of the stage.

Happily the other theatrical "plats" are composed of less indigestible ingredients. The most amusing describes the adventures of a young lawyer in search of clients. He penetrates to a notorious "kon" of the Apaches. Naturally he is under a pseudonym: "La Terreur du Sebasto." He becomes on terms of intimacy with a gang of supposed desperadoes, and gently insinuates at intervals that the man to extricate them from the consequences of their illdeeds is the lawyer Juvin, whose address he states with great precision. That lawyer, of course, is the "terror" himself in his normal moments. The information seems to leave his hearers cold, and the enterprising advocate makes a fresh cast. This time he proposes that the band should rifle the lawyer's, that is to say, his own house. He thinks the "reclame," especially if he arrests the band, will do him good. But the comedy is played; his social companions prove to be detectives, and the police make a sudden irruption, bearing the would-be defender of the Apaches away to prison. His previous experiences having included being tattooed on the forehead, as a mark that he was of the brotherhood of the "Apache," and being nearly killed in other initiatory rites, it may be said that his search after briefs was as painful as it was fruitless. Not to be neglected is the entertainment of the Grand Guignol by such as would know the Paris stage in all its aspects.

FOOTBALL IN BOMBAY.

THE HARWOOD LEAGUE.

YORKSHIRE REGIMENT vs. PAREL GYMKHANA.

ANOTHER most deplorable defeat awaited the Parel Gymkhana when they met the Yorkshire Regiment from Colaba for the second time in connection with the Harwood League competitions. Last week when they contested against the same Military combination they were utterly nonplussed, and last evening they again were completely outclassed on every point. They lacked not only in combination, but seemed very weak in their passing tactics, and this accounted for the Military annexing no less than five goals is the first half, the first two having been scored within the first ten minutes of play. The soldiers might have even done better, but appeared to take things very easy, owing to their being pitted against a weak team. Judging from their play last evening, the Parelites stand a very poor chance of approaching any where close to the major number of points at the termination of the League competitions. The second half again commenced in favour of the Colaba team who simply seemed to toy with their opponents and kept them hemmed in their own half from start to finish. Within a quarter of an hour of the resumption "a dozen" goals to nil was signalled and this remained the verdict to the finish. Result:—

Yorkshire Regiment	12 Goals
Parel Gymkhana	Nil

The game this afternoon will be between the Rovers and the Government Telegraph.

THE GRANDSON OF THE VETERAN.

I've got the finest grandpapa
That ever lived, I believe;
He used to be a soldier boy—
He 's got one empty sleeve.

He tells the grandest tales to me,
Of battles that he fought;
Of how he marched, and how he charged,
And how that he got shot.

My papa was a soldier, too;
No battles was he in,
And when I ask him, "Why?" he laughs,
And guesses he "was tin."

I've tried to understand their talk,
And b'lieve I have it right:
My grandpa licked me so many, there
Were none for pa to fight.

—Arthur E. Parker, (in the "Century.")

THE PUNJAB EARTHQUAKE FUND.

The following further subscriptions to the Punjab Earthquake Relief Fund have been received by the Bank of Bombay:—

	Rs.	a.	p.
Amount already acknowledged	64,054	8	0
Dr. Heraji J. Dadyseth in memory of his late father Mr. Jehangirji	20	0	0
K. G. Khot, Belgaum	5	0	0
V. J. J.	0	3	0
Total	64,082	8	0

THE Government of India have decided not to grant any permits to military officers to travel in Tibet this year. Whatever the fruits of the recent Tibet adventure may be, the "open door" is evidently not one of them—at present at all events.

MUNICIPAL STANDING COMMITTEE.

THE weekly meeting of the Standing Committee of the Bombay Corporation was held yesterday afternoon in the Municipal Council Hall, Dr. K. E. Dadachanji presiding. There were also present: Mr. H. G. Gell, Mr. James MacDonald, the Hon. Mr. Ibrahim Rahimtoola, the Hon. Mr. Vithaldas, Damodar Thackersey, Mr. Jafferbhoy Rahimtoola, Sir Bhalchandra Krishna, Mr. Fazulbhoy Currimbhoy Ibrahim, Mr. Joseph Baptista Dr. N. Katrak, Dr. A. C. Viegas, Mr. W. D. Shepperd, Commissioner and Mr. R. P. Masani, Acting Secretary.

WHITE COLD WATER PAINT.

The Commissioner, in a letter of the 10th inst., reported that he had sanctioned the purchase from the Vacuum Oil Company of 6,050 lbs. of white cold water paint for the work of painting the rafters of the Malabar Hill Reservoir at a total cost of Rs. 918-4-10, which would be met from the grant of Rs. 9,000, provided in the Budget for 1904-05 for the work. The letter was recorded.

HIRE OF STEAM ROLLERS.

The Committee recorded another letter from the Commissioner, dated 10th inst., stating with reference to Corporation resolution of the 8th December last, sanctioning a grant of Rs. 50,000 for repairs to certain roads, that the additional steam rollers required for the work were hired by him from the Improvement Trust at an aggregate cost of Rs. 973-5-8, which would be met from the grant for Rs. 50 000.

LAND FOR STACKING ROAD METAL.

The meeting considered the following report of the Sub-Committee on the proposal to lease a plot of Government land near the Musjid Bunder Railway Station for stacking road metal, etc. The Sub-Committee stated "there is a plot of Port Trust land on the western side of Frere Road (erroneously stated in the Commissioner's letter No 38403 dated the 20th February 1905, to be forming portion of Manson Road) which the Municipality hold on lease for the purpose of stacking road metal sand, etc. This plot will shortly have to be handed over to the Port Trust, who it is understood propose to give over the whole piece of land, of which the plot forms a part, to the G I P Railway for the excension of their Wadi Bunder Goods Yard. The Commissioner therefore proposes to lease a plot of Government land next to the Municipal Metal Depot at the Musjid Bunder Railway Station to provide additional area for stacking road metal etc. The Sub-Committee have visited both the above mentioned metal depots and have after careful consideration come to the conclusion that apart from the consideration of the rather exorbitant demand for the occupancy price and the annual rental of the Government plot in question, it is not at all necessary to lease that plot from the point of view of the requirements of the Municipality. The exising metal depot at the Musjid Bunder Railway Station is spacious enough, but, if more space is required, there is another plot of Municipal land, next to the Government plot which can be utilized for the pourpose. Moreover, the northern end of the public passage near the station can also be resorted to, if need be, for the same purpose without any inconvenience being caused to the public, inasmuch as the passage is a cul de sac towards the north and there is practically no traffic thereon. As a matter of fact, the northern portion of it is at present already used for stacking road, metal, &c."

Sir Bhalchandra proposed that the report be adopted, and that a copy of it be forwarded to the Municipal Commissioner for information. The Sub-Committee, Sir Bhalchandra remarked, had been unanimous in their decision with the exception of Dr. Viegas, who was of opinion that the reference to the public passage should be omitted. Sir Bhalchandra added that the passage was already partly occupied by a metal depot, and he thought there would be no difficulty whatever in making room for two or three more depots on the land. The Sub-Committee therefore came to the conclusion that the land should be taken up.

Dr. Viegas said he did not think the Sub-Committee should state that a public passage should be used for the purpose indicated; and he was of opinion, a passage ought to be allowed to remain as a passage.

Sir Bhalchandra expressed his surprise at this note of dissent for, he said, at the Sub-Committee's meeting it was thought that all present were unanimous. However, he thought the minute of dissent, even if allowed to remain, would do no harm.

Mr. MacDonald feared that Dr. Viegas had failed to distinguish between a passage and a thoroughfare.

Dr. Viegas said he voted against the adoption of the report on the point of Government land being leased by the Municipality. He thought there was no excuse for using the passage in the manner it had been used.

Sir Bhalchandra's proposition was then passed.

ALLOWANCES UNDER THE LEAVE REGULATIONS.

The Committee resolved to record the following resolution of the Corporation dated the 12th inst.:—"That the report, dated the 1st May 1905, of the Committee appointed by Corporation Resolution No. 103, dated the 6th April 1905, regarding the framing of a regulation to grant allowances to an officer or servant not entitled under the Leave Regulations in force to any allowance while absent on leave be approved and adopted, and a copy be forwarded to the Standing Committee with a request that they will frame under Section 81 of the Municipal Act and submit for confirmation a regulation such as the one suggested in para 2 of the report."

After transacting some other business, the Committee adjourned until Wednesday next.

A MIDNIGHT OUTRAGE.

THE Hon. Mr. Justice Russell and the Hon. Mr. Justice Chandavarkar presiding at the High Court yesterday, disposed of the appeal in a case against Oomrao Nubibux, who was convicted by Mr. Kersondas Cnubildas, third Presidency Magistrate, in April last, of voluntarily causing grievous hurt and abetment thereof, and was sentenced to rigorous imprisonment for two months and a fine of Rs. 250, or in default to suffer further rigorous imprisonment for four months, and was ordered to be bound over in the sum of Rs. 100 and one surety to keep the peace. Mr. Wadia, instructed by Mr. Frank Oliveira appeared for the accused.

The appellant in this case and three others were charged with causing grievous hurt, and abetment thereof, to one Haji Mootla Nabaj soon after midnight on the 24th March last at Chimna Butcher Street. The complainant closed his shop about midnight on the 23rd March and was going home through Chimna Butcher Street, when he saw the four accused and one Ismail, who was not before the Court, emerge from Chindy Bazar with sticks in their hands. Accused No. 4, Ghassoo Hydor, said: "Strike the man as he had refused to pay the Moharrum dues." Then all the four accused and Ismail fell on him with their sticks and belaboured him mercilessly. He raised an alarm, and the police came up and arrested three of the accused. The medical evidence showed that that not only was grievous hurt caused to the complainant, but that the assault committed was almost a brutal one. The appellant, accused No. 1, was sentenced as mentioned above. The second accused was sentenced to rigorous imprisonment for three months and a fine of Rs. 100, or in default further rigorous imprisonment for three months and to be bound over to keep the peace for six months. Accused No. 3 was sentenced to rigorous imprisonment for six months and a fine of Rs. 100, or in default further rigorous imprisonment for four months: while No. 4, who was said to be a dangerous character, was sentenced to rigorous imprisonment for two years and to be bound over to keep the peace.

Their lordships, after hearing counsel dismissed the present appeal. The appeals of Nos. 2 and 3 were also dismissed.

CRICKET.

YOUNG HINDOO CRICKET CLUB.

June 18 Sunday Islam Gymkhana
June 25 Sunday Anjuman Islam Past and Present

Students, C. C.

July 2 Sunday Hindoo Gymkhana
July 9 Sunday Friends' Union
July 15 Saturday Aryan C C
July 16 Sunday Mahomedan C C
July 23 Sunday Sanawat C C
July 29 Saturday Bombay Gymkhana
July 30 Sunday New Shiwaji C C
August 5 Saturday Parel Gymkhana
August 6 Sunday Parsi Gymkhana
August 13 Sunday Parel Gymkhana
August 19 Saturday R I M Dockyard C C
August 20 Sunday Dadyseth C C
August 27 Sunday Internationals C C
September 9 Saturday G I P Ry Stores C C
September 10 Sunday Jolly C C
September 16 Saturday B B and C I Ry C C
September 17 Sunday B B and C I Ry C C
September 23 Saturday Parel Gymkhana
September 24 Sunday Parel Gymkhana

SINCE the fiscal year 1898-99, the acreage devoted to rice culture in America has almost doubled; the yield having advanced in about the same proportion from 250 million to 470 million pounds. Texas rice lands have increased in value during the same period from the low level of 25 cents to dol. 1-50 per acre, up to the present average for improved lands of dol. 1250 per acre. Similar progress is reported from the prairie land of Louisiana bordering upon the Gulf of Mexico.

BOMBAY CHAMBER OF COMMERCE.

LOCAL TIME vs. STANDARD TIME.

RETENTION OF LOCAL TIME AGREED.

Having regard to the notification issued by the Government, stating that from the 1st July next Standard Time will be introduced on all railways in India and that as regards large commercial towns, such as Calcutta and Bombay they are prepared to introduce Standard Time in their offices, courts, etc., if local opinion shows itself agreeable to accept the alteration, a special general meeting of the members of the Bombay Chamber of Commerce was held in their Rooms Graham's Building, Fort, yesterday afternoon, to consider whether Bombay should retain its present local time or adopt Standard time. Standard time will be nine minutes in advance of present Railway time. In other words railway time will be actually thirty-nine minutes in advance of present local time. The adoption of Standard time would, if offices continued to open at 10 o'clock in the morning, reduce the time between sun rise and office hours by thirty-nine minutes. The meeting was largely attended. The Hon. Mr. C. H. Armstrong presided and among those present were:—Mr. Ahmedbhoy Habibbhoy, Mr. J. Begbie (Bank of Bombay); Mr. P. J. Arnot (Begbie J.) and Company); Mr. W. M. Bell, Mr. C. A. Russ, Col. H. D. Olivier, R. E., and Mr. F. W. Hanson (B. B. and C. I. Railway) Mr. H. D. W. Macnaghten and Mr. S. J. Gellum (Bombay Company Limited), Mr. George Miller (Chartered Bank of India, Australia and China), Mr. Kaliandi Umersband (Chagandas and Co), Mr. L. Combe (Comptoir National D'Escompte de Paris,) Mr. H. O. Coates (J. Duxbury and Co.) Mr. F. J. Home and Mr. J. Fairclough (Ewart Latham and Co.) Mr. C. Vernon (Farbenfabriken Bayers Company Limited, Mr. D. M. Ingilis, (Finlay Muir and Co) Mr. R. C. H. Young (C. H. B. Forbes and Co), Mr. L. B. Kar. (Forbes, Forbes, Campbell and Co) Mr. F. T. Richards (G. I. P. Railway), Mr. O. Meyer (Gaddum and Co) Mr. N. S. Glazebrook (Tejpal and Co) Mr. W. E. Cram, Mr. Nigel F. Paton, Mr. H. E. Harrington and Mr. J. St. John Graham (W. and A. Graham and Co.), Mr. H. Holmes and Mr. W. Kleinjung (Gyssi and Kleinjung); Mr. H. Beudien (Holland and Bombay Trading Company, Limited); Mr. Percy Clare and Mr. Alex. Baird (Kahn and Kahn); Mr. H. E. E. Procter and Mr. T. W. Birkett (Killick Nixon and Co.); Mr. T. W. Caffe (King, King & Co.); the Hon. Mr. C. H. Armstrong and Mr. E Comber, (Lyon and Co), Mr. R. G. Monteath (Mackinnon Mackenzie and Co), Mr. R. Willis (Marsland Price and Co), Mr. J. Murdock (Mercantile Bank of India, Limited) Mr. Harry S. Johnstone (National Bank of India, Limited), Mr. Frank Ritchie (P. and O. Company), Mr. J. B. Petit (Jehangir B. Petit and Co), Mr. C. H. Roberts (Paler de Saone and Co), Mr. A. Zygouras, (Ralli Brothers) Mr. V. Milward Bason (Samuel Fitza and Co), Mr. C. H. S. Boggs (Sunday and Co), Mr. A. A. Booker (E. D. Sassoon and Co), Mr. H. F. Wagstaff (South British Fire and Marine Insurance Co), Mr. J. S. Wardlaw Milne and Mr. B. Hope (Turner Morrison and Co), Mr. F. W. Bickel (Volkart Brothers), Mr. J. B. Leslie Rogers, Secretary, and Mr. C. J. Michael, Assistant Secretary.

The notice convening the meeting having been read by Mr. C. J. Michael, Assistant Secretary, the Chairman in addressing the meeting said:—

CHAIRMAN'S SPEECH.

Before I give you a brief history of the question which has brought us together this afternoon, I would explain the procedure your Committee has decided upon as regards this meeting. After the question has been fully discussed votes will be taken on (1) those who favour the retention of the present local time, and (2) those who favour the adoption of Standard time. Your Committee do not propose to take any action on the result of the voting. The figures will be communicated to Government and to the local Press, unless they have already appeared there.

A WISE POSITION.

The position as regards Standard Time is this; that in the large cities of Calcutta Bombay and Karachi, Government do not intend to enforce Standard Time against the wishes of the general public, but if a strong desire is shown in any of these towns to adopt the new time Government are prepared to give support by ordering the adoption of Standard Time at Government Institutions. I think this is a very wise position for Government to have taken up, for some of you will probably remember what happened in 1881 when the Bombay Government endeavoured to force Madras or Railway time upon the City of Bombay. It was notified by Government that from and after 1st December 1881 Madras time would be kept at all Government Offices and that this would then be known as Official time. The High Court of this city, the Mercantile community and the general public objected and for eighteen months there was the greatest confusion. Government keeping one time and the general public another. Eventually on the 1st June 1883 Government withdrew and local time has since been kept in this city and Island.

HOW THE PROPOSAL ORIGINATED.

Now as regards the present proposal, the matter was first brought to our notice by a "Note" or Memorandum forwarded to us on 15th April 1903 by the Bengal Chamber for favour of our views—the note was unsigned and I have not yet seen it stated by whom it was written. I believe, however, in emanated from the Offices of the East Indian Railway. The note began as follows: "I beg to propose that consideration should be given to the advisability of the adoption of a Standard Universal Time throughout the Peninsula of India. I make this recommendation entirely in the interests of the travelling public, and as such, I think it may be considered within our province, as the comfort and convenience of passengers through out the land is concerned," and then it proceeded to argue that the general public of Calcutta and Bombay would be only too delighted to come into line for the benefit of the general travelling public. To this your Committee of that time replied that "the matter had been discussed by the Committee and that while they are not unanimous on the point a majority of the members of the Committee would favour the adoption of a Standard Time.

ZONE SYSTEM.

About a month later the Bengal Chamber again addressed us, the object of their communication being to ascertain our views on a proposal for a zone system and they forwarded a long memorandum detailing what was intended. Briefly the proposal was this:—To establish an Eastern and a Western Zone the time between the two to differ by exactly one hour. This I may say is the system followed in America which is divided into four zones keeping respectively the times of the 75, the 90 105 and 120 meredians west, that is 5, 6 7, and 8 hours behind Greenwich time, every 15 degrees of of longitude corresponding to an hour of local time. Much in the same way Germany, Denmark Switzerland and Italy have adopted a uniform time 15 degrees East or one hour ahead of Greenwich, France has adopted Greenwichtime and Egypt is two hours east of Greenwich. Australia has also been divided into time zones based on multiples of 15 degrees East, which equal an hour's difference and Cape Colony, Japan and New Zealand have arranged that no place in their territories is more 30 minutes out of its true time. Now in India if this zone proposal was carried through, there would be two Standard times, namely that of the 90 and 75

as follows:—"The Committee think that a change from a Madras time to that corresponding to a longitude exactly 5 1-2 hours east of Greenwich would be an improvement upon the existing arrangements; but that for international scientific purposes the hourly zone system, making the time 5 hours in advance of Greenwich in the west and 6 hours in advance in the east of India, would be preferable.' In commenting on this, Government stated that if India was connected with Europe by a continuous series of civilised nations, with their continuous railway systems all of which had adopted the hour zone system it would be imperative on India to conform by also adopting a zone system, but as this is not so it seems preferable to adopt for the whole of India excluding Burma a time system five and half hours in advance of Greenwich. The first part of the next para in the Government note was written, I should say, by a Railway Official, for its aim and object is to demolish the zone system which has been adopted by so many other countries. We are told that the double standard would puzzle the natives greatly. I presume the travelling natives are meant, and that there are obvious objections to drawing an arbitrary line right across the richest and most populous portions of India but no reasons are given in support of the statement. We are also advised that in all probability the zone system would be strongly opposed by the Railway authorities. But why is not stated. Why should a system which works well in America and on the Continent-countries covered with a net work of Railways be strongly opposed by the Railway authorities of India? It is I think a great pity that the supposed strong objections of the Railways have not been enquired into and stated so that the mercantile communities of Calcutta and Bombay might know how much weight to attach to them. At the end of the para Government appear, however, notwithstanding the probable strong opposition of the Railways, to veer again in favour of the zone system for they say. "The one great advantages which the zone system possesses over the Uniform time system is that under the former the difference between local and standard time can never exceed half an hour, whereas under the latter it will even exceed an hour in the extreme cases of Karachi and Quetta." "But this inconvenience," it is added "is believed to be smaller than that of keeping two different times on the Indian system of Railways and telegraphs" from which it is obvious that against the advice of the Royal Society, a body well qualified to advice in a matter of this kind, Government desire a uniform system in the interests of the Railways.

UNIFORM SYSTEM.

Now what does a uniform system mean to this country? It means that over an area which differs from the extreme East to the extreme West by 1 hour 53 minutes or by roughly 2 hours there is to be one uniform time whereas in America under the zone system an hour is the utmost difference and no place differs more than 30 minutes from its true time. The position here will be that Karachi and Quetta will differ 82 minutes from their sun time and places on the extreme East 51 minutes. And if our borders extend in the eastwards and westwards the differences wil become even more marked.

PROPOSAL NOT ACCEPTABLE.

To this proposal of Government your Committee of last year replied as follows;—"That while there is some difference of of opinion amongst the members of my Committee, they believe the feeling generally is against any alteration in local time, and any movement in this direction would not they think be acceptable to the mercantile community or to the general public of Bombay." The reply of the Port Trustees was "I am directed to say that after giving the matter their full consideration the Board, believing that a change in the local time would be inconvenient to the mercantile and shipping communities and to the public generally, are unable to approve the proposal of Government," and over the signature of Mr. W. L. Harvey the Municipality replied as follows:—"I can see no objection to the proposals made in paragraph 17 of the note being adopted, viz., (1) to fix an Indian standard time for use upon all Indian Railways and Telegraphs in India which shall be exactly 5 1-2 hours in advance of Greenwich and therefore about 9 minutes in advance of Madras time. Government are aware the public of Bombay objected strongly some 20 years ago as will be seen from Government Resolution No. 1820 of 29th May 1883, General Department, to any alteration being made in local time, and I believe the same feeling of objection still exists."

IN FAVOUR OF ZONE SYSTEM.

Well, Gentlemen, this is the nature of the proposal which is before us to-day. Personally as you will probably have gathered, I favour the zone system as I think that in a country of this great size it is much to be preferred to a uniform system which will cut so many of us hopelessly adrift from sun time which after all is the true time and which for a large resident population like Bombay must always be the best time. Should the voting later on show that there are many opposed to the uniform system now proposed, I hope Government may be again induced to take up the zone system which if fixed on the 60th and 75 degrees would only throw us out 9 minutes by the sun and would at the extreme points of Indian Railway systems differ by only about half an hour from the actual sun time. Now if you will bear with me for a few minutes longer I will touch briefly on the question as to how Bombay in its daily life will be affected if standard time is adopted.

HOW STANDARD TIME AFFECTS BOMBAY.

If we continue to open our offices at ten o'clock as at present we shall reduce the time between sunrise and office hours by 40 minutes. This it is said by many will be a serious inconvenience to our clerks who have much to do in the way of household duties before they come to work. My experience is that in the cold weather when the days are short it is no easy matter to get one's staff together at 10 o'clock and now a days with plague always in our midst it would increase the difficulty of those who in the cold weather leave the Bazaar and go to live outside the Island getting to office at the correct time, and any thing which might tend to check the spread of the population is to be deprecated. Sportsmen and others who value the early mornings will no doubt speak for themselves on this point, it is said however that the advantages of continuing to open at ten would enable us to close 40 minutes earlier or say at 10 minutes to five by the sun instead of nominally at 5-30 as at present. I cannot think however that to merchants this would be so, for various reasons work will go on until it is beginning to get dusk. On the Cotton Green at Colaba I believe work is always carried on until it is too dark to "sample" and it is obvious that early telegrams from Liverpool which now come in at about 6-15 will not come in 40 minutes earlier. The result of continuing to open at ten would tend in many cases to a longer day's work and this must surely be avoided. I have not consulted the Trades Associations on the point, but I cannot suppose that a shop which now closes at 6 o'clock sun time would be able to close at 5-20 by the sun for those who have to do their shopping in the evening could hardly be expected to leave their houses in the middle of the afternoon or say at 3-30 sun time instead of at 4-15 as at present. The alternative course would be to open at 10-40 which in practice would probably become 10-45 or 10-30 and 10-40 now time would be the same as our present 10 o'clock sun time. The arguments in favour of this course seem to be that we should differ exactly 5 1-2 hours from Greenwich, that we should be the same as Railway time and the same as the time-up country. The argument against it is that a large resident population would be out adrift from sun time after all the only true time by 40 minutes. As I have said before I am a trong advocate of the zone system and I would therefore prefer

TO REMAIN AS WE ARE

until the zone system comes before us as the approved system of Government when I will be the first to urge the Chamber to give a hearty support to the proposal. Gentlemen a suggestion I would make is this that on the 1st July we in Bombay be prepared to alter our time nine minutes and, if our friends in Calcutta will alter theirs six minutes, our time will then be based on 75 and 90 degrees and that there will be exactly or hour between us. Bombay will then be five hours east of Greenwich, Calcutta will be six hours and railway standard time will be five hours and a half or exactly half way between the two cities. This it seems would be a move in the right direction and to those who favour the retention of present local time as against the adoption of standard time, I would recommend this proposal for their careful consideration. To those, on the other hand who favour the adoption of standard time I would also submit this suggestion as worthy of their attention that so far Bombay and Calcutta are concerned it will give effect to what has been approved by the Royal Society and it will be a step which re-establishes all the eastern and western zones on lines similar to those already adopted by so many other countries. This suggestion is not however before the meeting as a proposal but it cannot be discussed, but it may hereafter be thought worthy of consideration. (Applause).

OTHER SPEAKERS.

Mr. F. E. Proctor, in supporting the Introduction of Standard Time in Bombay said that as Deputy Chairman of the Chamber he was supposed to support the views of the Chairman, but he regretted that he differed from him on that occasion. Mr. Proctor said if they continued to retain present local time, they would be in a city which was much behind the cities in India which were regulated by Standard Time. Karachi had already adopted Standard Time and Calcutta had agreed to do so and he saw no reason why Bombay should not do the same. It was stated that the proposed alteration would interfere with office hours but he thought that difficulty could be removed by altering the office hours. Another objection he had heard against the proposed change was with reference to shipping. He thought there was no cause of complaint in that respect. They all knew that steamers, that came to Bombay, kept Greenwich time, and as Standard time was ahead of Greenwich by five hours and a half they all knew where they were. The only real objection raised was with regard to inconvenience to which native clerks would be put to. But this objection could also be met if office hour is changed to 10-30.

Mr. E. Comber spoke in favour of retaining present local time.

Colonel H. D. Oliver, R. E, supported the introduction of Standard time in Bombay. He said in 1881 the Government of India introduced Madras Time, which was only nine minutes behind Standard Time. But the people got their backs up because of the arbitary manner in which it was forced on them. He did not see that there was any serious difficulty in adopting proposed Standard Time. Railway time was kept at places only twelve miles away from Bombay and had caused no inconvenience. The residents of Thana kept Railway time and they had experienced no difficulty. Present local time differed as it did from Railway time, caused many inconvenience and travellers not unfrequently swore at it. The only objection he found worth consideration, was in respect of offices, which would experience some difficulty in getting together their staff. But that difficulty could be met by altering the office hours. He considered Bombay would be behind the rest of the world if it did not adopt the proposed change. In fact it would be the only place in India keeping its own time.

Mr. George Miller, Chairman of the Exchange Bank Association, was opposed to any alteration being made in present local time. He agreed with the views expressed by the Chairman and commented upon the serious inconveniences which would be caused to native staff if the proposed innovation was adopted. The suggestion to start business at 10-30 would ultimately result in the adding of thirty-nine minutes to the working day. In conclusion Mr. Miller stated that he was authorised by the Exchange Bank Association to say that they were strongly opposed to any alteration.

Mr. W. Bickel spoke in favour of zone system, but as that proposal was not before the meeting he supported standard Time.

Mr. Callianji Oomerchand strongly advocated the retention of present local time, which had not caused them any harm and which suited all the native communities best. Not a single reason had been advanced as to why local time should be altered. Nobody had a cause to complain against it. But on the other hand if it was altered, all the native communities who managed their domestic affairs and performed religious rites according to solar time would considerably suffer. Horoscopes of natives were prepared according to solar time and if any change in time was made there would be confusion and trouble.

Mr. T. W. Cuffe said unless some solid reason was advanced in favour of the change they should continue to maintain the present time.

At the conclusion of the discussion the Chairman put the subject to the vote with the result that 22 voted in favour of the retention of the present local time and 17 for Standard Time.

This concluded the business before the meeting.

PARIS AND ITS UNDER-WORLD.

(Concluded from page 4.)

Whenever he was hard up he sold the great Verlaine's last pipe and cane to admiring greenhorns, and the supply never ceased until Bibi went to glory the other day.

The first time I saw Bibi (says the author) was in 1895 at an Anarchist meeting addressed by Louise Michael, in the Rue de la Montagne Ste. Genevieve, back of the Pantheon. He was muffled to the eyes, conspirator-like, in the folds of a rusty, tattered Spanish cloak, faced with dirty red velvet, and wore besides a white yachting cap, white skin-tight pantaloons, gaping patent leather shoes fitted with patent leather spurs, and white gaiters.

The last time I saw Bibi he was pulling an unlighted cigar, and tenderly convoying to his lodging a poet, not of the most obscure, who had been imbibing too freely. He was dight in a red fez, a bright green velvet waistcoat under an Inverness cape (with no jacket intervening), a yellow silk neckerchief, cavalry boots, and baggy brown corduroy trousers; and if I should itemise all the different costumes it has been my privilege to see Bibi wear between these dates, a large octavo volume would scarcely hold the list.

But Bibi, with his colossal vanity and unspeakable untidiness, had a dash of generosity in his veins, and not a little gallantry. For years he detested the Mere Casimir, a shrivelled and dishevelled old flower-seller who boasted of having once danced at the Opera, and was always ready to prove it on the pavement with a few uncouth gyrations that might have been the gestures of a victim under the Inquisition. She resented Bibi's claims to superior importance, and it was the delight of connoisseurs in fine abuse to confront the pair and let them loose at one another. Once their backers went so far as to mount them on the same triumphal car in the carnival of Mi-Careme, and thus overreached themselves; for Bibi and the hag were so impressed with their position that they cried a truce, and Bibi went down on his knees at the finish to kiss the wrinkled dirty paw of his gutter Cleopatra. The Mere Casimir had won.

We like Mr. Sanborn's descriptive passages better than his moralising. To philosophise on the dark side of Paris is like emulating Juvenal and Hogarth and the "Inferno" of Dante at one and the same time. Paris, like the complex and imperious queen she is, defies analysis. To pace her never-ending terraces, and wind beneath the tragic bridges of the Seine, is to thread the narrow line of a thousand years of Western history, with all its feudal chivalry, its growing doubt, its tempests of revolution, its witchery of art and eloquence, its glitter of fashion, its inconstancy. She has had it said of her that France would have been the better nation had Paris and ner seven hills been carried out to sea to perish in the waters of the Atlantic; and who shall object that the saying is not just? She has had it prophesied of her that she would outlast the other cities of history, and already she is aging fast—a cluster of museums at the mercy of a fickle populace—a forum of profitless debate, like the Sorbonne, where there is endless talk and no result of it—a city that is neither a creature of the present like London, nor yet a crystallised shrine of the past like Rome. She is a blurred opal on the brow of Gaul, and the ineradicable flaw is part of her charm. She is the City without a Conscience.

THERE is no accounting for tastes—literary or other—even among denizens of the vast deep. While Mr. Robert Milne, fish-dealer, Chapel-street, Aberdeen, was engaged in cutting up a ling fish the other day, he was surprised to find in the stomach a complete copy of "The Life of Charles Peace, the Notorious Criminal," writes the "Westminster." The publication consisting of fifteen pages, was only folded once, and must have been swallowed at a gulp. The print and pictures were perfectly clear. But for a really complete story of this kind one would have to hear that some pages of No. 5, John-street had been found in a whiting!

IN a recent lecture in London, Mr. Alfred Moseley is reported as saying: "The American workman's output is greater than that of the Englishman. The reason of this is that he puts his back into the work, the machinery runs at a higher rate of speed and the factory is organized to save labor. The American system of education has more to do with the development of the country than any other factor. The guiding principle is to teach children to think for themselves and to make every child self-supporting and capable of earning a livelihood, with the possibility of rising to almost any position. "Education is free in America right up to the universities."

RAILWAY ALTERATIONS AND EXTENSIONS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—In enclosing the accompanying correspondence for favour of publication, I beg to observe that a subject of this kind must create a difference of opinion, and a reasonable discussion as to the pros and cons thereof is surely to the advantage of the public. When an opinion is invited by Government from public bodies on the subjects of "Railway Extension" and "Railway Facilities," I think it but right to put forward my views, which are the outcome of close observation and considerable experience in railway matters.

RAILWAY EXTENSION.

1. Such an extensive subject could better be dealt with by a Committee of experts. However there are a few points which I may allude to, in passing. The proposed G. I. P. Branch from Kurla to Mazagon, which cannot be run within the docks in continuation of the Port Trust Railway, can never be a success, as remarked by the "Times of India," unless it is connected with the main line somewhere between Wari Bunder and Masjid. The proposed line, when so connected, will form a loop line of the G. I. P. from Kurla to Masjid, and will enable the development of extensive suburbs on the eastward side of the island. A similar loop line may be recommended on the west of the B. B. and C. I. Railway from the Bellasis Road bridge to Mahim via the Vellard. Suitable dwellings will be available by its construction to many middle class men, who are desirous of living on the Mahim foreshore. Either a Railway or Tramway is needed in that district and the public will prefer the former.

2. With regard to the through railway communication with the deep water pier at the New Dock it would be certainly preferable to link up the pier head with Victoria Terminus yard by means of a branch line instead of working within the docks English Mail Express Trains. The Port Trust may willingly agree to keep clear their siding for the passage of these trains once a week, but their running cannot be undertaken either without causing serious delays to those trains or to the cart traffic within the dock area. The Port Trust Railway being presumably more like a siding than a regular double line, they may have to face difficulty in crossing two such trains, a result inevitable in case at a future date the day for the incoming and outgoing mail steamers happens to be the same. Moreover, it would remain doubtful whether the Trust will continue the concession, when necessity demands the provision for more Express Mail trains, and this is a point which the paper has ably discussed. In addition to the present Calcutta and Madras and the future Karachi mails via Viramgaon station of the B. B. and C. I. Railway necessity may arise after the completion of the Nagda-Muttra Railway, to carry Simla mails via the B. B. and C. I. Railway as before. As is well-known, that shortest route to Delhi and the Punjab even now is via the B. B. and C. I. line, but owing to the folly of constructing the Rajputana-Malwa line on the metre gauge, passengers and merchandise traffic of Bombay have considerably suffered. It is no use weeping over the past mistakes, since the delay and inconvenience resulting from them will be minimized by the construction of the Nagda-Muttra line. Under the circumstances it would be more convenient and quicker to run the Express mail trains for the B. B. and C. I. line via Dadar Junction, and for this reason the suggested branch from pier-head to Victoria Terminus would be decidedly an advantage.

3. It is not known clearly whether Government, in their enquiry on the subject of "Extension" have definitely called for an opinion with regard to the proposed terminating of the B. B. and C. I. Railway at G. I. P. Road or Church Gate. It has been however, reported in a vernacular paper that Government have asked for such an opinion. Since, while advocating the elimination of the Railway from Queen's Road the Times of India" has fully stated the advantages likely to result from it in its issues of the 7th June and 1st August last, it will not be out of place to point out here a few of the preponderating disadvantages and difficulties attendant upon such a course.

(a) Thousands of passengers daily travel by 94 trains to Stations south of Grant Road, and a greater number of them in the morning and evening are for Church Gate. Each train of the incoming series nearly from 700 to 900 passengers over this part of the line and their conveyance onward will require from 17 to 22 electric tram-cars. This will be for one train only and as 11 such trains will have to follow each other within an interval varying from 6 to 20 minutes during 9 and 11 a. m., their clearance by tram with regularity would be almost impossible.

(b) The project has against it the question of time, for ordinary local train takes 10 minutes and a fast 5 minutes to work the distance from Grant Road to Church Gate. The tramway will evidently take more time than this and will thus compel the suburban residents to start from their homes much earlier than at present, a course fraught with not a little hardship and inconvenience to them. It may be mentioned that the saving of a few minutes in the morning is valued highly by business people and in compliance with the oft-repeated request of the public of Bandra, the Railway Company, at the sacrifice of other intermediate stations, has provided them with two fast local trains straight from Bandra to Church Gate doing the journey in 17 minutes. Will the change be accepted without demur by them, as well as by others who have settled north of Bandra?

(c) The next object for consideration is: What pecuniary effect the proposal will have on the middle and the poorer classes of men? When a person residing at Parel now pays for his season-ticket to Church Gate only Rs. 1-12 (the monthly proportion of a quarterly ticket), he will have to pay nearly two and a half times the present fares, namely Rs. 1-0-0 Railway fare from Parel to Grant Road plus tram hire Rs. 3-4-0 (at two annas a day for 26 days. (Sundays excepted) representing a total of Rs. 4-4-0 per month. Surely, this will impose a considerable burden upon the already very slender purse of the poorer passengers, who are clamouring for a reduction in the season ticket rates.

(d) Rather than being subjected to a loss in time and money, people from Bandra and upwards will have to resort to travelling to Victoria Terminus via Dadar. Granting that the present season tickets rates obtainable on the B. B. & C. I. from Bandra to Dadar Rs. 1-2-0 and on the G. I. P. from Dadar to Terminus Rs. 1-14-0 are charged (though there is reason to expect a collective mileage rate after the B. B. and C. I. becomes Government property), a third class passenger from Bandra can travel on payment of Rs. 3-0-0 a month or at Rs. 1-4-0 less than that paid by a traveller from Parel using the combined rail and tramway system, as shown in the foregoing para.

(e) For the reasons set forth against tramway travelling the proposal, if carried out, will reduce the present B. B. and C. I. line from Dadar to Grant Road to an isolated section, which will be solely traversed by people from Elphinstone Road, Parel and Mahaluxmi. The first two stations having corresponding G. I. P. Stations at Parel and Curry Road, respectively, their traffic would naturally divert to the latter line leaving only Mahaluxmi without such aid. Practically no interchange of traffic betwe n these three stations is likely to take place, and this section will, therefore, have only to depend on traffic received from stations north. It will thus lose its importance and largely depreciate in value properties in the localities hitherto served by it.

(f) All traffic local and through from Mahim and northwards will have to be carried from and to Victoria Terminus via, Dadar, and here the serious aspect of the question begins. In one of the articles, judging from the enormous traffic handled in small termini in London 'Times of India" asserts, that Victoria Terminus with its increased accommodation will be able to receive and despatch the terminal traffic of both the lines. Unfortunately, I am not in a position to say anything about the London termini, but without hesitation I may state that it would be almost impossible to work such an additional traffic from Victoria Terminus, even now the G. I. P. is unable to provide for a suitable suburban service for a simple reason that the line of overworked with its 5 mails, 8 through passengers and 41 local trains each way besides goods trains, light engines, weekly Express English Mails, Lonavla specials, and Race specials run from June to October. The management has created an uproar since the 1st October last, as in attempting to run its Up Poona Mail at an accelerated speed, it has arranged to shunt daily an important office Thana Local for 13 minutes at Kurla. As this objectionable practice is fully discussed in paras 7 (e.f.g, and h) hereof I would conclude it by remarking that nothing could have ever prompted the Company to resort to the measure if the circumstances permitted it to arrange otherwise. Such being the case, is it possible to expect the G. I. P. line to bear a further train by the proposed running powers of the B. B. and C. I. Railway, which has on its time-table 5 through and 48 local trains in each direction?

(g). If the idea for providing Railway communication with Trombay has not been abandoned, its construction in connection with the G. I. P. new branch line is likely to add to the strain referred to in the foregoing para. The question, therefore, of extending Victoria Terminus Station for the adequate requirements of its own line will have to be considered in the not far distant future.

(h) Granting, that it is decided to utilize the Terminus as a joint station of the G. I. P. and B. B. and C. I. Railways what will be the ultimate result of it? The answer is simple. It will certainly be unable to meet with the requirements of the joint traffic. According to the current time-tables the number of trains of the combined system is nearly 107 each way of which the Up and Down trains arriving at and departing from the respective termini at business hours are shown below:—

	Up Between 9 and 11 a.m.	Down Between 5 and 7 p.m. (Bombay Time.)
G. I. P. Locals	10	9
" Mail	1	...
B. B. Locals	11	11
" passenger	...	1
Total	22	21

Even the reduction in the number of trains, which may ensue from a fall in the traffic between Elphinstone Road and Grant Road, will not appreciably affect the question. Consequently, the palatial G. I. P. Terminus with its existing 6 platforms cannot be depended upon for receiving 22 Up and despatching 21 down trains within the limited period of two hours, which represents an average interval of 6 minutes between the trains following one another. But it will be erroneous to take into account the full number of the said platforms, since nearly half their number will have to be engaged for the purpose of working the trains in opposite directions.

(i) The B. B. and C. I. Railway terminus at Colaba has ere this, I believe, proved insufficient, and it is doubtful whether the Railway Company can undertake to run any more Up trains than at present into the yard between 9-30 and 10-30 a.m. should the exigencies of the traffic so require. Probably in anticipation of difficulty of this kind of the management last year during the plague season, increased the load of local trains up to 18 vehicles in some cases, which necessitated the extension of the platforms of stations between Parel and Bandra. The accommodation at the Victoria and Colaba termini being thus limited, it would be futile to expect the former alone to serve for both.

FACILITIES.

4. First of all it should be decided whether the present season-ticket rates are to continue. Both the Railways have in their last revision increased their rates in the ground that they were too low to leave them any profit, and there seems to be some truth in it. When the B. B. & C. I. Railway last revised its season-ticket fares, it had very little traffic beyond Bandra, and it must have evidently paid attention to the Bombay-Bandra traffic. A glance at the rate table would show that a long journey passenger pays very little in proportion to the extra journey made by him. For instance, whilst a third class Bandra passenger pays for his double fares Rs. 0-1-5 for a distance of 9 1-4 miles that for Borivli pays Rs. 0-2-1 for 21 1-4 miles i.e. only 3 pies more for an additional daily journey of 24 miles or 34 pies per mile. With the beginning of plague there followed a sudden exodus to the districts north of Bandra which necessitated an increase in the train service of the B. B. and C. I. Railway at a considerable cost. The G. I. P. has its rates based on the same mileage principle as the B. B. and C. I. Railway. If, therefore, the local trains of the respective lines are said to be working either at a loss or without any sufficient profit, it may be due to the fact that the small profit realised by them in a run up to Bandra and Kurla is counterbalanced by Borivli and Virar locals on the B. B. and C. I. and Thana and Kalyan locals on the G. I. P., although the G. I. P. cannot be so badly off in this respect as the B. B. and C. I., since Thana and Kalyan are large stations and their traffic is consequently constant and abundant. There is, therefore, no guarantee that the Railway Companies will not endeavour in near future to raise their rates to obviate losses. If any,

5. If, however, the Railway Companies are disposed to effect a small reduction in the season-ticket fares, pasterous should in the first instance, be given to workmen and labourers by quoting special rates for their carriage.

6. The abolition of 1st and 2nd class return tickets at reduced rates on both the Railways up to Virar & Kalyan was in no way commendable. The Railway Companies enhanced the season-ticket fares, and as if this was not sufficient they levied a further tax on the suburban residents by compelling them to pay two single fares for the occasional travelling of their family. The B. B. and C. I. Ry Company has however made a good beginning by issuing season-tickets at half the rates to the wives and daughters of 1st and 2nd class season-ticket holders limiting the concession to two members in each family, but by this concession the necessity of issuing 1st and 2nd class return tickets at reduced fares is not diminished. Cannot a like concession be extended to servants of season ticket holders?

7. The preparation of a good time-table is the next object for consideration. It is doubtless a difficult task, but the Railway administrations can with a little more care and foresight make their time-tables acceptable to the travelling public generally and obviate hostile but well-founded criticisms one so often hears of. I would submit a few remarks on the subject:—

(a) To increase the number, and speed of trains if possible and introduce such locomotives as would attain a higher speed immediately on starting.

(b) To run more semi-fast trains serving selected principal stations in preference to fast trains since the latter come very much in the way of otherstation, by reason of the fact that to ensure safe working a great interval has to be allowed between their tailings and those of the trains preceding them.

(c) trains run after 8 p. m. are not likely to pay. However, for the good of the public it is desirable that there should be between Colaba and Bandra on the B. B. and C. I. and Victoria Terminus and Kurla on the G. I. P. one stopping train at 12 midnight, and a like train at 5 a. m. (Bombay time) each way. If possible a Down train may be arranged on both the Railways on Sunday morning at 2 o'clock for the convenience of such of the public as may attend native theatres on Saturday night.

(d) There should be a regular train service up to Bandra and Kurla without leaving an interval of more than an hour between 5 a. m. and 8 p. m. except during the business hours, when the interval in no case should exceed 30 minutes. Though the G. I. P. has an almost equal number of local trains on its time-table to the B. B. and C. Railway, the service is so irregularly arranged that whereas in some cases a very long interval is allowed to elapse between the trains, in other cases trains follow each other every 5 minutes practically running empty. The public are in no need of unnecessary trains, but they earnestly desire to have a less number of trains at suitable intervals.

(e) The public in general disapprove of the policy maintained by the G. I. P. in working its locals. The management considers it right to shunt a local train, of whatever importance it may be, for preceding a mail or a fast train run for pleasure seekers. Formerly this objectionable practice did not cause any considerable inconvenience on account of the rare occasion on which it was resorted to, but now-a-days it has become a matter of daily occurrence, as shown in para 3 (f) and has thus infinitely accentuated the hardship. The Up Poona Mail hardly carrying 200 passengers cannot be said to be more important than an office Up local holding upwards of 600 passengers and most of them being in subordinate position cannot well manage to attend their offices late. They are therefore compelled to travel by the previous train, which in consequence gets overcrowded. They bitterly complain—and with very good reason—that their interests have been sacrificed to those of the passengers by the Poona mail to whom a late arrival of 25 minutes into Bombay as before, is not of much consequence. It must be owned that the G. I. P. has been realizing the best earning out of the Poona Mails, but this fact alone should not be regarded as justifying its action. If the question of earning were the sole criterion, a local train would have no claim at all to run on the existing line during business hours. If circumstances in the future required the Railway Company to work 2 or 3 mail or passenger trains between 9 and 10 a.m. in the Up and 5 and 6-30 p.m. in the Down direction, since the working of local trains is unquestionably less remunerative. The G. I. P ought to be proud of having an indefatigable General Traffic Manager in the person of Mr. Muirhead during whose regime it has made an excellent advancement. Although I am one of those who have the greatest admiration for Mr. Muirhead's management, I cannot but help remarking that the arrangement in question has more than counterbalanced the good effect of the many improvements made by him.

(f) At this juncture it would be worth-while reminding the G. I. P. officials to follow the example of the East India Railway administration, which, bearing in mind the convenience of the suburban residents of Calcutta returning home hesitated to shut a suburban train to pass the Up Calcutta-Bombay Mail which a few years ago was proposed to leave Calcutta a little earlier than at present so as to reach Bombay to meet the outgoing English Mail Steamer every Saturday. The exercise of discretion is even desirable in avoiding delays to local fer the English Mail Special. How its working affects the Bombay public, is explained by the following instance. Once on a Saturday a special train carrying the English Mails was arranged to leave Victoria Terminus at about 8-30 a.m. which being not ready by the time had a late start by about 15 minutes. In expectation of the special's departure, 2 Down Kurla Locals had to be detained, and the result was that they could not resume at the advertised time their corresponding Up trips at Office hours. The delay to the Up trains therefore, was a matter of great seriousness to those who wanted to attend their offices in time to dispose of the Mail work of the outgoing steamer the same day.

(g) The suburban passengers are subjected to similar delays in the afternoon while returning home, their trains being either delayed in starting or shunted off at a road side station for the sake of Down Poona and Punjab Mails and Lonavla Express Trains. May we inquire, whether the G. I. P. authorities think it right to deprive the suburban residents of their half holidays which they obtained a few years ago after a prolonged agitation to start the English Mail at 2 p.m. on Saturdays?

(h) The public would, therefore, appeal to the G. I. P. Management to revoke forthwith the present arrangement of shunting local trains for through trains, which measure is calculated to seriously prejudice the development of the suburbs served by it. If the Railway Company is not all desirous of doing so it must wait until an additional double track is built, specially for the Mail and Express train service from Dadar to Kalyan at a cost of nearly 50 lacs. I have suggested an extra double track from Dadar to Kalyan instead of from Victoria Terminus for the reason that the Railway Company has already added a double track to the old line between Victoria Terminus and Byculla, and as the work of laying extra Rails is in progress beyond Byculla, the old line will be probably quadrupled up to Dadar very shortly; but the said extra tracks having been intended for goods trains only, a further double track will have to be made between Victoria Terminus and Dadar for working Mail and Express trains, which cannot be thought of as all an account of the enormous expenses which will have to be incurred in buying up costly properties in the neighbourhood of the line. Assuming that the extra double line is built from Dadar only, the question arises whether it will be worthwhile spending 50 lacs of rupees for effecting a saving of 15 minutes only in the time of mail and special trains in a run between Bombay and Kalyan. Rather than undergoing a heavy expenditure the Railway Company should devise some plan of meeting with the difficulty at a comparatively very small cost. It seems to me that if an additional double line were for the present built 3 miles north and 2 miles south of Kurla Station which is midway between Bombay and Thana, the present main line will experience some relief. The area covered by the new track will be from Sion to Ghat-Kopar, but, if the scheme did not present a difficulty in the acquisition of land and properties at a high cost, the section from Dadar to Ghat-Kopar will probably suit better. The extra road being made, the train service should be so arranged that by the time (which will be 11 minutes in the case of Sion-Ghat-Kopar and 20 minutes in that of Dadar-Ghat-Kopar line) a local train passes over the new metals, the mail or the Express train following could precede the local from the present main line. This would partially reduce delays to locals, and enable the Railway Company to work its mail and fast trains as desired.

(i) The above or any other alternative, which the Railway Company may have to resort to will undoubtedly take some time before it becomes an accomplished fact. Meanwhile, the Railway Company should be content with working its Mail trains at a little reduced speed up to Thana, and thus prevent their constant interference with the suburban trains. I would further request the Railway authorities never to arrange the running of 2 Mail or 2 Express trains successively on the Bombay Thana section, and wherever there was any likelihood of a Mail train overtaking a local, to obviate the difficulty the local train preceding the Mail may be run as a semi-fast train. The adoption of the above measure will act as a palliative and ensure fairly good results.

(j) The G. I. P. line has a full strain on it in the morning and evening between Kurla and Bombay and particularly between Dadar and Bombay, and I am afraid, the working of the Poona Mails and race specials at such a high speed of nearly 60 miles an hour on this part of the line which has a number of level crossings and curves, will cause a serious accident one of these days. However perfect working appliances of the modern times may be, an accident is likely to occur any moment.

(k) Moreover the nuisance at the level crossings which are 5 between Dadar and Byculla in a distance of three miles has considerably increased of late. The gates are closed against the public from 15 to 20 minutes during the busiest part of the day to admit of a running at a high speed.

(l) One more point to which it seems necessary to draw special attention is the selection of Mail train Stations. Owing to an increase in the population of the northern part of the Island and the diminution of the population of the city caused by dispersion of the suburbs upto Borivli on the B. B. and C. I. and Ghat-Kopar on the G. I. P., it is quite essential to halt the Mail trains at Dadar. The arrangements, when carried out, will divide the stations so as to give us one southern Mail station at Victoria Terminus, one central at Byculla, and one northern station at Dadar where the two Railways meet. How inconvenient and expensive it must be for the outgoing as well as incoming passengers residing at Dadar, Bandra, Palli Hill, Andheri and Borivli to have to use either Victoria Terminus or Byculla while travelling by Mail trains? If the present conditions were reversed that is to say, that the Victoria Terminus and Church Gate were the north Terminus Stations instead of the south ones a necessity would have long since arisen for the extension of the Railways to the North of the Island. We therefore fail to understand why the G. I. P. Company should deny a facility which is ready at hand and will not cost it an extra rupee. Instead of giving effect to the proposal to start the B. B. and C. I Railway Mail and passenger trains from Victoria Terminus, if the G. I. P Company decided to halt its mail trains at Dadar like its sister line the Bombay Baroda, it would afford considerable ease to the public residing in Parel, Lalbaug, Malabar Hill and other localities in the vicinity of the B. B. and C. I. line from Elphinstone Road to Grant Road as well to the passengers booked through via Dadar from the G. I. P. to the B. B. and C. I. and vice versa. Of course, the change at Dadar for stations south is not likely to suit all but those who find it convenient to do so may avail themselves of the facility and this will be more availed of by business men and visitors to the Hill stations having a small kit.

(m) Less importance seems to have been attached to Byculla Station also. The Up and Down Poona Mails do not stop there, and eventually if other Mail trains were discontinued from stopping there, it would not be a matter of surprise. Looking to the object with which these trains are worked it seems to be erroneous to call them "Poona Mails." They ought to be designated "Poona Express," and, if under that name they ran through Byculla, nothing could be said against the arrangement. The trains carry Mails for the Southern Mahratta Country and Mysore and form a correspondence with the S. M. Railway Mail trains at Poona Junction. They should consequently be run like ordinary Mail trains to suit more the convenience of through passengers than others. Expanding residents from places in the vicinity of the Victoria Terminus, it does not in any way save the time of passengers from the Central and Northern parts of the Island such as Mazagaon, Sawree, Lal Baug Worli, etc. as the time occupied by the latter to reach Victoria Terminus in a hack victoria more than compensates the three and four minutes saved by the non-stoppage at Byculla. Moreover these passenger have in fact to pay for the carriage of themselves and their baggage a tax which is, if not more at least equal, to cover a journey of about 50 miles by rail in the case of second class travellers,

(n) Our harbour, docks, and goods termini of both the Railways being situated on the east in the morning and evening some trains should be run direct from Borivli or Andheri and Victoria Terminus. A similar arrangement by providing direct trains between Thana and Kurla and Colaba can be recommended for the convenience of those who have to attend to their daily avocations on the west. If a choice were given them of travelling either the Victoria Terminus or Church Gate, probably they would give preference to the latter, which is conveniently situated for men daily engaged in business in the Fort. Local train passengers to and from Victoria Terminus have not the advantage which is enjoyed by those using Church Gate station, and as most of the offices except a few in Horaby Row are within an easy reach from the latter station those using the Victoria Terminus have to resort to Trams to reach in time their business quarters which extend up to the King's status.

(o) If the Railway Companies are not prepared to run direct trains as suggested in the foregoing para, at least they should be induced to issue season-tickets available on both the Railways at special fares. This change even would form a convenience to the suburban people. When the B. B. and C. I. Railway falls into the hands of Government, the public of Dadar may find it an additional convenience if the season and ordinary return tickets issued by one line were made available on the other. A division of earning derived from such tickets would likely secure the object,

X.

A BOMBAY APPEAL CASE.

BAI GUNGABAI AND OTHERS VS. BHAGWANDAS VALJI.

THE following is the judgment of the Lords of the Judicial Committee of the Privy Council on the Appeal of Bai Gungabai and others vs. Bhagwandas Valji and others, from the High Court of Judicature at Bombay; delivered the 24th May. Present at the hearing: Lord Davey, Lord Robertson, Sir Arthur Wilson. The following judgment was delivered by Lord Davey.

The question on this Appeal is whether certain parts of the will of a Hindoo testator have been properly excluded from the probate of the will. The learned Judge who tried the action (Russell, J.) admitted the whole will to probate but on Appeal the High Court of Bombay, by their Decree dated the 11th January 1904, varied his order by directing that the passages in question referring to a deed poll executed on the same day by the testator, and to the remuneration of the solicitor who prepared the will, and was appointed an executor and trustee of it, should be omitted.

Gordhundas Soondardas, the testator, died on the 10th of October 1902 without issue (his only child having died in April 1899), leaving his widow, the Appellant Bai Gungabai, his sole heiress. He was at the time of his death 27 years of age, and is described as a person of shrewd intelligence, and a good and careful man of business. The fair result of the evidence in the opinion of their Lordships is that the testator could read and understand English, and could also speak and write that language, but not with perfect facility or quite correctly. He was the younger son of Soondardas Mulji, who was the only son of Mulji Jaitha. Mulji Jaitha was the founder of a large business of a merchant and agent in Bombay, which he carried on under the name of Mulji Jaitha and Co. until his death in August 1880. Soondardas predeceased his father, and on the death of the latter his grandsons Dharamsey Soondardas and the testator became entitled, to his residuary estate including the business. Dharamsey Soondardas died on the 28th February

hip subject to a proviso that his said wife should in all matters relating to the conduct and management of the business, and to the execution of the powers always act with the assistance and co-operation of, and in conformity with the advice and counsel of (the name being left in blank), and if his said wife could not be present for the transaction of any matter or business, the said testator appointed he said to represent her, and through her the interest of his estate, and if his said wife should predecease him or die during the continuance of the firm, he appointed the said to take his place in the firm, and exercise the powers before mentioned, and it was declared that in all matters relating to the continuance or discontinuance of the firm after the testator's death and in the event of its discontinuance or winding up, and in realisation of its assets, the Appellant Gungabai, or the said (as the case might be), should act in conjunction and co-operation with the executors of his will, and in strict obedience to the provisions contained in his will relating to the business.

In the draft will be contained several important additions and alterations, particularly with respect to the residuary gift, but the only alteration which is material for the present purpose was the insertion of a recital of the appointment of the Appellant Gungabai by the deed poll, and the following words: "Now I hereby confirm the said deed poll and the appointment created thereby and hereby declare that in the event of my wife predeceasing me she shall be succeeded by my executors as provided by the said deed poll." The subsequent clauses relating to the continuance or discontinuance of the business and realisation of the assets were left unaltered. The names of the executors were left in blank.

A great deal was made by Counsel for the Respondent Bhugwandas of the apparent discrepancy between the deed poll and the will respecting the provision for the event of Gungabai predeceasing the testator in support of their suggestion that the draft deed poll and corresponding insertions in the draft will were prepared in a great hurry and only on the day before the date of the execution of the instruments. But their Lordships do not attach much weight to the circumstance.

According to the evidence of Jamsetji he heard nothing more of the drafts which had been sent to the testator on the 12th August until the following 3rdOctober. Jamsetji's account of what took place on that day and the two following days is as follows: He had been engaged on other business for the testator and had seen him in Court on the 25th September. In the early morning of the 3rd October, having heard that the testator was ill, he called upon him and found him in his office room on the first floor. The testator himself broached the subject of the will, sent for his despatch box, took out the two drafts, and instructed Jamsetji to make some further alterations in the will, the principal one being the insertion of a power to the Appellant Gungabai to adopt the son of the testator's deceased relative Lilladhar Vallabhdass Vaiji. Jamsetji took away the drafts, prepared drafts of the required alterations on separate sheets of paper, and waited on the testator with them early the following morning. The testator fully and approved the alterations and instructed him to send the engrossments in the evening, and he would send word as to execution, and the testator then named five persons whom he wished to appoint executors, including his father-in-law Narranji Dayalji and Jamsetji himself, and said that the blank name in the deed poll should be filled in with Jamsetji's name. Type-written engrossments were made on the same day, and in the evening Jamsetji's clerk Bomanji took them in a sealed packet to the testator's house and handed them to the Appellant Laiji Narranji, the testator's brother-in-law, who (according to his own evidence) took them to the testator, and by his direction made an appointment for Jamsetji to come at 11 the next morning. The names of the executors however were not filled in (it is said by an oversight of the clerk), but a clause numbered 26 was added at the end of the will enabling Jamsetji and his firm to charge for professional business as if he had not been appointed an executor and trustee, and allowing Jamsetji a remuneration of (amount left in blank) per cent. on the income of the estate for his time and trouble. There were also three other blanks for amounts in Clauses 8 and 17.

On the 5th October Jamsetji with his clerk Bomanji attended testator as appointed. They found the Respondent Bhugwandas, the testator's nephew, Cursondas Dwarkadey and other young man sitting with him, but they got up and left the room on the arrival of Jamsetji. The testator produced the packet which had been sent to him the previous evening (it is said with the seal broken) and there is no doubt that the will and deed poll were, in fact executed on this occasion. Jamsetji does not pretend that they were first read over to the testator, but he says (and Bomanji confirms him) that he offered to read them, but the testator said he had read them and knew all their contents, and it was not necessary to read them again. The deed poll was first executed. The names of the executors in the executed will are in Jamsetji's handwriting. The word "Father" is erased and the word "mother" written over it. Jamsetji's explanation is that he wrote the words "father-in-law" in accordance with the testator's previous instructions, and then asked the testator for the name, and the latter then said he did not want the father-in-law appointed as he was an old man living up country and directed the name of his brother-in law, Laiji Narranji, to be inserted. The words "Rs. 5,000" in Clause 8, and "Rs. 10,000" and Rs. 15,000" in Clause 17 in letters, the word "one" in Clause 26, and some words interpolated in the attestation clause are all written in Jamsetji's handwriting. The interpolation in the appointment of executors, an erasure made in Clause 18 and the interpolation in the word one in Clause 26 and the interpolation in the attestation clause are initialled by the testator with G. S. Jamsetji's statement is—and again he is confirmed by Bomanji—that the word one was inserted by the testator's direction after some discussion. In the course of which Jamsetji said it was now what he expected and (he says) he only gave way because it would have led to the non-execution of the documents as to which the testator seemed anxious. After the will had been executed and testator's execution attested by Jamsetji and his clerk, the testator called in Bhatshankar, who at his request added his name as a witness and also wrote his name or initials in the margin below the testator's initials four places in the margin. The deed poll and will remain in the possession of the executor, who, in the afternoon of the same day, asked Laiji to read them over to himself and his wife. Laiji says he thought it was not good to tire him by reading those lengthy documents, but adds that when he asked him to do this is mental condition was all right and he was talking sensibly and could understand what was said to him.

The testator died on the 10th October 1902. On the following 18th November the five executors petitioned for probate of the will, and on the 26th February 1903 the Respondent Bhugwandas lodged a caveat. No objection was made on the ground of want of interest in the caveator, and it appears from a judgment on the High Court on the application for leave to appeal to his Majesty-in-Council, that the Counsel for the executors said that he had not raised any question as to the caveator's right to enter a caveat because they wished to have an adjudication on the merits. The question was not raised before their Lordships, and they will follow the course taken in the High Court.

The issues settled in the suit as amended were:—

1. Whether the said will and deed poll or any and what part thereof, were executed by the deceased as alleged.

3. Whether, if so, the deceased was in a sound and disposing state of mind when he executed them.

3. Whether the said documents or either of them or any and what part thereof are or is the will or deed of the deceased as alleged.

4. Whether the deed poll is not a testamentary writing, and whether probate should not be granted of it with the will.

5. The general issue.

It has been found by both Courts that the testator executed the documents and that he was in a sound and disposing state of mind when he did so, and their Lordships need not add anything on this point. But, notwithstanding this finding, it is suggested by Counsel for the Respondent Bhugwandas that the testator was too ill to stand the mental and physical fatigue of mastering the contents of the documents, or forming a judgment on them. Their Lordships are satisfied on the whole of the evidence that, on the morning of the 3rd 4th and 5th October the testator was in full possession of his mental faculties, and capable of understanding, and forming and expressing a sound judgment on any matter affecting his business or property. On this point the evidence of Laiji, who was treated in both Courts as a witness above suspicion, is almost conclusive. The testator was no doubt, very ill and suffering from fever, and in fact in a more critical condition than he himself and those about him probably thought. And it is possible that he could not have stood the fatigue of mastering the whole contents and effect of a lengthy document like the will if it had been necessary for him to do so. But in the opinion of their Lordships, he was quite capable of understanding and appreciating the effect of a short and comparatively simple document like the deed poll, or a clause in the will such as the 26th clause. Their Lordships have had the unusual advantage of seeing the documents. The testator's signature is written in English characters in a rather large and loose handwriting. But the writing is straight, and the letters are firmly and well formed, quite unlike what would be expected of a man in the state of debility which the Respondent Bhugwandas would represent him to have been in. And it should be added that the space left for his signature to the will being insufficient for his full name, he has split up his second name in the proper place and way. The initials also are well and firmly written. On this point the evidence of Dr. Sidney Smith on cross-examination, is important.

The question therefore is narrowed to this—whether the testator was aware that the passages excluded by the Appeal Court from the probate formed part of the instrument. If he was so, they must be taken to have expressed his mind and intention. This is a pure question of fact to be determined on the evidence. There is no doubt on the law relating to the case of a person taking a benefit under a will prepared by himself as laid down in Barry v. Butlin, 2 Moo. P.C 480, and Fulton v. Andrew L.R., 7 E. and I. A. 448. In the former case Lord Wensleydale giving the judgment of the Board laid down the rule thus: "If a party writes or prepares a will under which he takes a benefit, that is a circumstance that ought generally to excite the suspicion of the Court, and calls upon it to be vigilant and jealous in examining the evidence in support of the instrument, in favour of which it ought not to pronounce unless the suspicion is removed, and it is judicially satisfied that the paper propounded does express the true will of the deceased."

But there is no rule of law as to the particular kind or description of evidence by which the Court must be satisfied. Both courts have considered that the onus is on Jamsetji to show that the deed poll and the disputed parts of the will expressed the testator's intention, and their Lordships have also considered the evidence from that point of view. It is obvious, however, that the degree of suspicion excited and the weight of the burden imposed on the person taking the benefit must depend largely on the nature and amount of the benefit taken by him and all the circumstances of the case.

Now what are the probabilities? There is nothing unnatural or unexpected in a careful man of business like the testator thinking it better to make one person responsible for the management of the business instead of dividing the responsibility between the executors with possibly divergent opinions and aims. Nor need it excite surprise that he should select for that purpose one of his executors of whose ability and character he had had so ample experience. And it is not other wise than a wise and provident arrangement to separate the management of the business from the decision of the largerquestions of policy as to the continuance or discontinuance of the business the admission of new partners and the like. The Court of Appeal have not excluded the appointment of Jamsetji as executor from the probate. Where a member or a firm of solicitors is appointed an executor, it is so usual to allow him to charge for professional work done by him or his firm that the insertion of such a clause would hardly raise a suspicion. The Respondent contended that this provision went beyond the proper work of a solicitor. Their Lordships are not of that opinion. They do not think it would enable Jamsetji to charge for services which an ordinary executor would be expected to perform without the intervention of a solicitor or certainly for services which would be remunerated by the commission. With regard to the commission, it is on the income of the estate only, including, of course, the testator's share of the divided profits of the business and not upon the gross returns of the business itself. It is admitted by Jamsetji that the remuneration in the will was to include his remuneration as adviser under the deed poll. The executor can hardly have expected a professional man to devote his time to the various duties imposed upon him by the deed poll and will without some remuneration, and if so, the amount seems moderate. The income of the estate is put at between two and three lakhs of rupees, and the commission therefore would not exceed Rs. 3,000, or, in English currency, £200 per annum. Their Lordships, however, accept Jamsetji's evidence that, when asked in 1900 to act as executor, he had declined to do so unless he was remunerated, and had asked for remuneration on a much higher scale, and that the amount of his remuneration if he acted had been a matter of discussion between the testator and himself on at least three occasions. The testator in determining to appoint him an executor must therefore have expected and known that he would not act unless he was allowed not only professional charges, but also remuneration for his time and trouble.

The evidence of Jamsetji himself was not materially shaken on cross-examination, and must not be altogether disregarded. He is admittedly a solicitor of ability and experience, and so far as appears from the Record, no imputation was made on his general character for integrity and honesty. He is confirmed by his clerk Bomanji in many particulars besides the circumstances of the execution, which may not go for very much, but must not be altogether disorded. Bomanji says that in August 1902 the fair-copied in type are drafts deed poll, and by Jamsetji's instructions made the last copy and draft will to Bhatshanker for the testator. Bhatshanker speaks of receiving from Bomanji in August a packet, the contents of which he did not know, except what Bomanji told him of it, and giving it to the testator unopened. He also says that when the testator asked him to attest his signature, on the 5th October, he used the words "deed poll" and "will" in English.

The case of the Respondent is that the deed poll was not prepared until the 3rd or 4th October. But in Cawasji Laiji Patel's evidence is believed, there is ample evidence that the testator had received the deed poll and draft will in August and had considered and understood the contents of the former documents. His witness was Jamsetji's father. He had at one time collected placed a legal caveat but had taken to business, and since September 1900 had been the testator's assistant at a salary of Rs. 350 per mensem, and accordingly on his statement had got to know the testator very intimately. He had been consulted by the testator on his will in June 1902, and had made notes in writing upon it, the suggestions in some of which were adopted in the subsequent will. He says that in August 1902 the testator handed him the draft deed poll and draft will and he went through them at home and afterwards discussed them with the testator, who in reply to his remark that the survivor of his wife must be an able, conscientious, and unselfish man, said that he had thought of such a man. Mr. De Gruyther contended that this was a story concocted for the purpose of bolstering up the evidence of Jamsetji when he alleged and completely broken down. But there is not one line of cross-examination of this witness confronting either the truth of his evidence or his general credibility or even tending in that direction. Cross-examined he was as some length, but he was entirely on other matters such as the testator's capacity for business during his last illness. The charge made by Counsel is no less than that of a fraudulent conspiracy between the witness and Jamsetji to mislead the Court by false evidence without a shadow of evidence to support it, and was wholly unjustifiable.

The testator had ample opportunity to see that the blank space for the name's of the person to act as Gungabai's adviser was filled in accordance with his wishes and intentions. Their Lordships in agreement with Mr. Justice Russell, find it difficult, if not impossible, to believe that a careful man of business in possession of his faculties signed the document without doing so. They cannot, therefore, agree with the judgment of the Appeal Court that there has been a complete failure of proof that the deed poll correctly represented the intentions of the testator or that he understood or approved its contents. And they think that there are no grounds for excluding from the probate the passage in the will which refers to that deed.

In the opinion of their Lordships the importance of Clause 26 has been very much exaggerated. It is conceivable that Bhugwandas was interested in the question whether the deed poll expressed the mind of the testator but he has no interest in the question whether Jamsetji, who, according to the view of both Courts, is duly appointed an executor shall or shall not be entitled to costs for professional business or to remuneration for time and trouble. Two out of the other four executors are co-appellants. Probably they are aware that the execution of Jamsetji might render necessary the appointment of a manager of the business, with increased remuneration or the introduction of a managing partner into the firm with a share of profits taken out of the testator's own share. The other two executors do not join in the appeal, but they do not oppose, and have entered no appearance. One of these gentlemen it is true, wished to make the business a family concern, and endeavoured to negotiate an agreement to prevent any question arising about the deed or will.

The best corroboration of Jamsetji's story as to Clause 26 is the internal evidence of the will itself. The word "one" is written by Jamsetji, obviously at the time of execution, in the space left in the type-written copy sent to the testator for execution, and is initialled by the testator who also initialled three other places. Their Lordships decline to believe that these interpolations were thus made in the testator's presence with his knowledge and instructions or that the testator affixed his initials without understanding what it was he thereby authenticated. The Court of Appeal seems to have overlooked or not given sufficient weight to this circumstance, having regard to the previous discussions on the question and all the circumstances of the case their Lordships think that whatever suspicion attached to Jamsetji is removed, and they are judicially satisfied that the clause in question does not express the true will of the deceased.

The Appeal Court acquit Jamsetji of any fraud, or of any intention to obtain a benefit for himself which he knew the testator was unwilling to confer, and in fact, they allowed him his costs out of the estate. It would, no doubt, have been more prudent and businesslike to have obtained the services of some independent witness who might have been trusted to see that the testator fully understood what he was doing, and to have secured independent evidence that Clause 26 in particular was called to the testator's attention. But whether the testator, who seems to have entertained some suspicion of some of the people about him, would have allowed the intervention of a third party one cannot say, nor do not know. Jamsetji, by the course he took, has brought this litigation on himself, but, after all, the question is one to be decided on consideration of the whole of the evidence and circumstances of this case. And proceeding in the conclusion exhibited they have done, their Lordships must not be understood as throwing any suggest doubt on the principles laid down in Barry v. Butlin, Fulton v. Andrew, and other similar cases referred to in the argument.

Unavoidably [illegible] whether the deed poll was the deed of the testator has been discussed and has had to be decided. But it does not appear to their Lordships to be directly in issue in this proceeding. They agree with Mr Justice Russell that it is not a testamentary document requiring probate. It is an independent exercise of a power contained in the articles of partnership, and does not appear to their Lordships to be referred to in the will for the purpose of making, or so as to make, its contents part of the will. It is not therefore within Section 51 of the Indian Succession Act, 1865.

The Court of Appeal gave the costs of all parties out of the estate. heir Lordships do not propose to disturb this Order but having regard to the charges of direct fraud made at their Lordships' bar, they think it is due to Jamsetji that the present Appeal should be allowed with costs.

Their Lordships will therefore humbly advise his Majesty that the Decree dated the 11th January 1904 of the High Court of Judicature at Bombay in appeal from its testamentary and intestate Jurisdiction be discharged except so far as it directs the costs of the then Appellant and Respondents of the petition suit and of that Appeal to be taxed and paid out of the estate of the deceased Gordhandas Sooudrdas and that the Order dated the 15th June 1903 of the said High Court in its original jurisdiction be restored except so far as it orders the then Defendant to pay to the Plaintiffs their costs of that suit. The Respondent Bhugwandas Valji will pay the Appellants' costs of this Appeal, and there will be no order as to the costs of the other Respondents.

HIGH COURT.—June 15.

Before the Hon. Mr. Justice B. Tyabji.

Summary Suit for hearing in Chambers.

313-05—E G Wadia and Co—Mirza Mahomed Kasbani vs Shah Rookshah
For an exparte decree.

316-05—Nadirshaw and T Dada Samat and others v Bhanibai widow

167-05—Raghavaya and S—Kulsumbibi widow vs Karimbai widow and others—Chitnis and M
For dismissal of Caveat.

8-05—Mulla and M—Hurbu Roghoba vs Gwabai widow of Wamon Raghoba—In person
Testamentary suit for hearing and final disposal.

30,04—Jamsedji and R—Kashinath Baban Bhor vs Ananta Balkrishna Pai and another—Chitnis and M.

2,05—Malji and D—Vallavahoo widow vs Ranji Hemraj Mulla and M.
Reference for hearing.

In the matter of the Land Acquisition Act I of 1894 and of Government and Nanu Narayen Kothare another E F Nicholson
Long Causes.

731,02—Nadirsha and T—Bayaji Gungaram vs Shambhoo Naodeo Vanjari and others—Balkrishna and M—Part heard.

771,01—K D Sharoff—Mahomed Cassum Dharamsey vs Joseph Ezekiel and others—Crawford B and Co—Payne and Co and Little and Co.

811,03—Madhavji and R—Vithaidas Damodhar and another vs Roopcoovervai widow and others—Bhyishanker K and G.

849-01—Jamsedjee and R—Abdool Hossein and Moola vs Jan Mahomed Meherally and others—In person M B Chothia

780-04—Bhaishanker K and G—Sjekaram Samiramall vs Jughmohandas Vandrawandas Bhaisett—Payne and Co

780-04—Unwalla and P—Motibai vs Rustomjie Byramjee Jaruwalla and another—Pestonjee R and K B Mehta

628-04—Hiralal D—Dawajee Engineer vs Balajee Jagannath

882-04—Hiralal D—Bai Deokorebai vs Mummonadas Ramjee and others—Crawshie H and Co and R

883-04—Malji and D—Jan Mahomed Hajee Osaman vs Hajee Ganny Hajee Oosman—Captain and V—Testamentary suits.

23,01—Sorabji and J—Madwsudhan Raghuts and another vs Matangebai widow—In person.

15,04—Tyabji P and Co—Bai Mamubai widow of Runchordas Dewchund vs Aanji Walji Madnavji and K.

Before the Hon'ble Mr Justice Batchelor.
For Consent decree.

316,05—Matubhoy J and M—Permanandas Tribhowandas and others vs Hiralal Jamnadas—Little and Co

368,05—Matabhoy J and M—Nazru in Adaali Kamruin vs Nagindas Chhaganbhai—In person

166,05—Matubhoy J and M—Pandurang Bhan and another vs Balaji and others—Malji and D
Suits for hearing and final disposal.
Long Causes.

120-03—Edgelow G and W—Hajee Sulleman Sohani vs Mahomedbin Abdool Hossein and another—Mirza and M—Part heard

647,04—F P Pavri Cawasji Cursetji Bhandoopwala and others vs Soraljii Normanji Ashburner and others—Little and Co
For Trial of Issue.

602-03—Wadia G and C—Gangabhai vs Rambhanvavahoo widow and others—Edgelow G and W J F Lister and Payne and Co
Long Causes.

841-04—Khanderao S and L—Jaubai widow and others vs Hakim Sadumiya Imam Saheb and another—Nadershaw and T and in person—For postponement

87-05—Khanderao S and L—Mahomedally bin Enyos Meyanoor vs Abdoola Moya bin Ali Saheb Coor and others—M G Mane

46-01—Edgelow G and W—Runchordas Vandravandas vs Dharamdas Jamnadas—Tyabjee D and Co

864-01—M B Chotnis Bomonjee Shapoorjee Chothia vs Rustomjee Pestonjee Hongkongwalla and another—Payne and Co

945-97—M B Chothia and Co—Bomanjee Shapurjee Chothia vs Rustomjee Pestonjee Hongkongwala and others—Payne and Co

202-02—Pestonjee R and K—Khjee Coomersey and others vs Walji Maharidas and others—Raghavaya and B S G and—Tyabjee and Co

14-03—Payne and Co—Jethmull Ramanand and others vs Janardhan Sowlaram and others—Dikshit and D S—E G and W

403-03—Bicknell M and R—Khadeejabai widow vs Hoorbai, widow and others—Captain and V

174-03—Malji and D—Haji Rezgul bin Valiee Gul and others vs Yemuabai, widow and others—Captain and V

REPORTS have appeared in the Press to the effect that a man was found, on May 19th, lying in the road at Cowbridge, South Wales, in an unconscious condition, who, when he recovered, said he had been run over by a motor-car the night before. Dr. Moynon, who attended him, not believing his story, pressed him for an explanation, when he admitted that he did not know whether it was a motor-car or a cart which had knock-d him down or whether he had fallen down. The doctor is of the opinion that he was not run over at all. The "Yellow Press," however, have widely circulated the story under huge headlines. Many of these "brutal accidents" are attributed to motors which are entirely guiltless in the matter says "Motoring Illustrated."

THE literary world of Paris is mourning the loss o the distinguished dramatic writer, Janvier de la Motte. He had long been a prey to melancholy, which was the more painful to his numerous friends because it was in such marked contrast to the genial gaiety of his temperament. He often spoke of his death as near, but nobody believed it, and now it has taken place with a suddenness almost melodramatic. M. de la Motte was one of the finest of contemporary French dramatists, and he has been cut off at the age of 52, in all the maturity of his powers. For the past 15 years leading theatres of Paris had been familiar with his work. The blow to his family will be the deeper, as the news has only just reached France of the fall of a young relative, an officer, in action against insurgents in Madagascar.

Impure Blood

When the blood is pure and the bowels are regular, there need be but little fear of sickness. Keep two grand medicines in the house; and use them when you first begin to feel poorly. Recovery will be prompt, and serious sickness prevented.

Mr. Fred Pierce, who resides at South Terrace, Adelaide, So. Australia, sends this letter with his photograph:

"For some years I have been a boundary rider on some of the far northern sheep and cattle stations. I had severe attacks of indigestion, and my blood would often get very impure. My skin would be covered with blotches, and my general health greatly affected. Whenever these attacks would come I would procure Ayer's Sarsaparilla and Ayer's Pills. I always found that the Sarsaparilla purified my blood and [illegible] digestion, while the pills would correct my constipation and biliousness.

AYER'S Sarsaparilla

There are many Imitation Sarsaparillas. Be sure you get "Ayer's."

Prepared by Dr. J. C. Ayer Co., Lowell, Mass., U. S. A.

THE IMPROVEMENT OF BOMBAY.

ALTERING RAILWAYS.

(Concluded from yesterday's "Bombay Gazette.")

THE report of the Committee of the Corporation regarding the extension of railway facilities within the City of Bombay, was laid before the Bombay Municipality on Monday:—

Letter to the Commissioner, from the Executive Engineer, No. G-9063, dated the 23rd November 1905:—

Subject—Proposed Port Trust Railway and Incidental Reforms.

I have the honour to return herewith your No. 20380 of 4th October, 1904 with accompaniments setting forth the proposals of the Railway Companies in regard to improving the traffic facilities of Bombay, and the comments thereon by the Chief Engineer Public Works Department; but I am unable to follow the Railway Companies' proposals, inasmuch as they deal largely with questions of differences of alignment of which there are no plans and they ignore all matters except those wherein the Railways and the Port Trust are concerned and treat the City of Bombay as a mere appanage of these undertakings, and not as raison d'etre."

STEAM LOCOMOTIVES.

A study of the natural conditions of the island shows that the southern and western portions offer the most desirable and healthy sites for dwellings, and it is,therefore, indicated that traffic which can be diverted to the eastern and northern portion of the island should be dealt with in those localities and that the general trade grouping of docks and railway alongside them with the goods yards should be along the eastern side of the island. Within the limited area available, large numbers of locomotives do not add to the amenities of residence, and every effort should be made to reduce the annoyance caused by them. To this end, I consider it desirable that the use of steam traction should cease and that all railways within the limits of the island, for whatever purpose used, should be worked by electric energy, the generating station being installed near the northern boundary and distributed by overhead lines to the three railways. Probably the best site would be near the junction of the Port Trust and the G. I. P. railways, where coal could be delivered from the harbour or from the G. I. P. Railway and sea water would be available for condensing purposes. Having regard to the position of the railway near Queen's Road passing through the public park of Bombay and alongside the pleasure drives all goods traffic to Colaba should cease and the line be reserved exclusively for passengers, except in case of emergency, when it may be required for military purposes.

The Consulting Engineer at page 25 of his report quotes a laboured and partisan article in the Railway Engineer to show that electric traction is unsuitable for General Railway purposes trotting out once more the oft-laid phantom of cheap water power and ignoring the fact that most of the American roads are worked by steam generating electric power, and that, except in a few favoured places, where the potential power has not been paid for, the cost of water is not less than steam. The reference to the practice of English Railway Companies is unfortunate, seeing that those that are recognised as well managed are all dealing with the question, the North-Eastern Railway Company have undertaken to electrify an important section of their main line.

The description of American practice is misleading, as the steam lines have not in the first instance been converted into electric traction, but have found themselves confronted with the condition of an electric line laid parallel to their own, giving a better service at less cost, and paying higher dividends. They have, therefore, in self-defence adapted ther lines to electric traction.

ALIGNMENT.

The matters of alignment sink into insignificance beside the broad question "shall the mail steamers be put into direct communication with the railway system of India." As to this question there can be but one answer. If this is possible, it must be done. For crooping and the public service generally the advantage of direct communication are so manifest that they over-weigh all possible disadvantages. The Consulting Engineer (page 12) says he has considered carrying the Railway over-head, and then proceeds to show that he has not considered anything more than merely carrying it by a bridge over twoor three streets. The railway, when once at the sufficient elevation, should be continued so that it will arrive at and depart from a level not less than 16 feet above the deck of the deep water pier, thus making the pier in two decks or two stories. Thus at high water it would probably be possible to communicate direct from the upper deck of a trooper or mail steamer by a gang way with the railway carriage platform, the space under the trains affording great accommodation of the miscellaneous character which is referred to at page 2 of the Agent, G. I. P. Railway Company's No. 10171 of 8th June 1904.

The need for running passenger traffic over the Port Trust Railway seems to be unnecessary, and is certainly undesirable. The Port Trust Railway is laid out to be a goods railway exclusively, and all traffic over it must be subordinated to the conveyance of large quantities of goods at the lowest possible cost, and therefore at a slow speed. The Tramway along Frere Road would be within an easy reach of all the docks and godowns at the Port Trust Railway, but with this advantage that a car could be stopped at any point to take up or set down a passenger, and the speed at which they would run would probably be not less than the speed at which a passenger train could be taken along the Port Trust Railway having regard to the inconvenience and the delays caused by the goods trains.

ST. GEORGE'S HOSPITAL.

The acquirement of the St. George's Hospital cannot be decided on the mere question whether all or only a portion of the ground is required for railway purposes. The proximity of the railway renders the site unsuitable for its purpose, and if the amount of traffic is increased even without bringing the lines nearer, it may well render the building untenable for the purposes of a hospital. The time appears to have come when arrangements should be made for removing St. George's Hospital to a quieter and less noisy site.

BACK BAY.

The question of the improvement of this part of the City naturally arises from the consideration of the location of the B. B. & C. I. Railway. Undoubtedly the line of the sea-wall at the Kennedy Sea Face should be continued to Wodehouse Bridge, or otherwise Colaba Reclamation, so as to form upon the reclaimed area a public park and promenade for the City. The arrangement I suggest, is that the sea-wall should be continued along the line shown on the map; that close to and parallel with it a footpath of ample width not less than 25 feet, a carriage drive, a motor track and a ride be constructed; that close to and parallel with the B. B. & C. I. Railway a track should be laid out for motorists and cyclists, upon which during certain hours the motorists might be permitted to run without a speed limit; that the space between the tracks, i.e., between the Railway and the sea, be laid out for recreation purposes. The exclusion of the steam locomotive and of goods traffic from Colaba and the restriction of the line to passengers only would do away with much of the present objection to the location of the railway, and enable both Queen's Road and the road now suggested to be utilized for pleasure purposes.

GOODS TRAFFIC.

It is contrary to the general practice, for which there appears to be some warrant, to attempt to force all goods traffic to one central yard, and the present arrangements appear to be generally desirable ones except in regard to Colaba. But comparing them with the arrangements of a large goods yard in England, it seems doubtful whether there is need for the larger areas demanded. Probably a better utilization of the present spaces would permit much more business to be done within the same area. This, and the provision of a large yard communicating with both systems in the neighbourhood of Dadar, fitted with modern appliances for rapid loading and unloading so as to deal with up-country and export goods will probably answer all requirements.

CONTROL OF THE RAILWAYS.

The objection to one control over a few miles of railway line within the island of Bombay does not appear to be based upon any sound principle. It must surely be within the power of a public department to so arrange matters that each section may be co-ordinated to work for the one end, so that there may be emulation and initiative without the extravagance of competition. That such things are possible may be seen in the management of joint stations in the running over jointly used railways, jointly owned systems connecting one railway with another who are at many other points in direct competition, &c.

FRERE ROAD OVERBRIDGE.

The need for this bridge becomes greater almost every year, and it should not be delayed longer. Frere Road is almost the only wide public roadway giving communication between the northern part of the island and the docks. At certain times in the day, it is crowded with traffic, and there seems to be no reason why this bridge should not be proceeded with at once as, when completed it would doubtless aid much in the development of properties immediately north of Wari Bunder.

The need for overbridges at many of the other crossings of subways to afford facilities for communication when they are closed, between Queen's Road and the recreation grounds on the west side of the B. B. & C. I. Railway, is also an urgent one. While on this subject I would urge the importance of a very wide street, extending from the end of Hornby Road or Pulsen Road near the Crawford Markets and communicating with Parel Road, and, or Falkland Road. This road need not necessarily follow any existing streets, neither need it be quite straight.

Abdul Rehman Street and Shaik Memon Street, when widened to their set-back lines, will, even when completed, be of insufficient width to deal with the traffic which is brought to them by the wide thoroughfares of Hornby and Carnac Roads.

The streets laid out by the Improvement Trust in the City are all approximately in an east to west direction, whereas the traffic of the City is largely along the north and south line. In a few years it will be found absolutely necessary to form some such street, as above suggested, at a then enormously increased cost.

Memorandum to the Commissioner, from the Executive Health Officer, No. 12045, dated the 12th December, 1904.

I regret that from the papers I am not able to form any opinion as to how the proposed railway extensions will affect the sanitary condition of Bombay.

The matter is dealt with within the narrow limits of railways and docks, and the question of sanitation does not appear to have been thought of. I think it should be borne in mind that while the railways and docks help to develop the City, some consideration should be given to the direction that developments ought to take, and although the trade and commerce of India generally require increased railway and dock facilities as the large ports, the extension of these facilities should not be allowed to push aside indiscriminately other equally important claims which a large and growing City naturally has.

I need not remind you what the Port Trust Docks have done in increasing the difficulty of sanitary administration by sweeping away our hospitals, camps depots, latrines, and urinals. When the whole of the area now under consideration is covered with godowns, railways, goods-yards, etc., sanitary conveniences will be necessary for the people working there, and the Municipality will be required not only to provide these conveniences but to maintain them. Areas now occupied as dwelling houses will be demolished and their places taken by railways and working stock and no provision made for the people. The Consulting Engineer claims for his proposal that it is the point of view of the "public" habitual to the railway man. I gather he includes the public of Bombay in this view, and although the public require the greatest facilities for ease and commerce at the minimum of cost they also require fresh air and a certain amount of space to move about in and facilities for living which are daily becoming less in this overcrowded City.

Extract from letter No. 18191 of 8th September, 1904, from the Municipal Commissioner to the Secretary to Government, General Department:—

I entirely endorse the statements made by the Executive Health Officer as to the constantly increasing difficulties he experiences in carrying on his work and the unwillingness of certain public bodies or corporations to give any facilities for sanitary purposes. I do not include in these the Improvement Trust though at first that body seemed inclined to adopt a programme of showy rather than useful works. The Port Trust, however, to give a few instances, instead of helping in plague measures in the early years charged the Corporation some Rs. 80,000 per annum for land occupied for camps and hospitals and only renounced this source of revenue under strong pressure from the Government of India. Then for about three years this body was able to stop one of the most important improvements undertaken in Bombay for years viz., the construction of the new drainage channel from Jacob's Circle to Worli; this was effected by opposition in the Legislative Council, which had to be met by abandoning the Bill and diverting the Channel at extra cost of Rs. 33,476. The pecuniary interests of the Trust in this matter were represented by a sum of about Rs. 1,500 per annum and were in no more danger under the old scheme than under the present. Now, finally, we have to give up for one reason or another, most of the Port Trust land in our use for plague purposes. Government are aware that the Mouthkana and European Plague Hospitals have had to be closed, and it seems intolerable that persons suffering from plague, a disease in which removal is always attended with risk, should have to be conveyed to a hospital situated in front of the Victoria Gardens. The same hunger for land is observable in the case of the Railway Companies, and it has been observed, not without reason, that they seem to desire to turn the City into a station yard with a few houses dotted about here and there. I have been trying for several years to find a few sites for kutchra sidings in A and B Wards so as to obviate the necessity of carting this offensive matter through the City to Mahaluxmi, but without success. The nuisance would be practically nothing, and the kutchra would be carried away in covered wagons by fast trains; the Corporation are quite willing to pay but no land can be had, and the Railway Company will give no facilities for sidings. The above are a few of the more important matters in which our attempts to push sanitary reforms have been frustrated. The Health Officer has very pertinently pointed out that all the local authorities and Corporation, with Government at the head, go to make up the City as a whole. The Corporation cannot enforce even the most desirable sanitary measures against these independent bodies, and the latter do not seem to see that it must be in the end to their own advantage to co-operate for the improvement of the City as a whole. At present the plague measures are not very coercive, the epidemic for several years past has not been severe, and trade operations have been little if at all, affected by it. But the continuance of these conditions cannot be guaranteed, and at the first sign of any injury to commerce we shall have an outcry from the mercantile community about sanitary measures. If the improvements are to be pressed as they should no some sacrifice must be made in the cause of sanitation, and it is Government alone who can intervene and define the limits up to which commercial interests are to be supreme. I have written perhaps rather diffusely on this subject, but it is one of great and growing importance. The Executive Health Officer and myself cannot help feeling that our hands are tied and that progress in some directions is made impossible; and I trust Government will accord serious consideration to the whole sanitary administration of the City. In conclusion, I would express my concurrence in Colonel Crimmin's suggestion that an enquiry should be held and a definite programme of sanitary improvement laid down, and I think this could be best done by an independent Government Committee authorised to make enquiries into and report on all questions connected with the sanitary improvement of the City.

THE CITY MORTALITY.

THE Municipal Office returns for the twenty-four hours ending at 6 a.m., yesterday, give the following results:—

Wards.	Plague Attacks.	Deaths.	Deaths from all Causes.
A Upper, Middle and Lower Colaba, Fort Northern, Fort Southern and Esplanade,	0	0	6
B Mandvi, Chakla, Umerkhadi and Dongri	10	7	22
C Market, Dhobi Talao, Fanaswady, Bhuleshwar, Khara Talao, and Kumbharwada	9	7	19
D Khetwadi, Girgaum, Chowpati, Walkeshwar, and Mahaluxmi	0	0	8*
E Mazagon, Tarwady, 2nd Nagapada, Kamathpura, Tardeo, Byculla and 1st Nagapada	1	1	21
F Parel, Sewree and Sion	1	1	6
G Mahim and Worli	3	5	16
Water Division	0	0	0
Non-Resident and Unknown	0	6	0
Hospitals	0	5	8
Total	24	26	106
Total plague deaths to date	292,152	246,826	
Same date last year	1	7	74

SIGNOR CANNIZZARO, to whose energy and devotion Italy is largely indebted for bringing to light the famous Ara Pacis of Augustus, brings a strong indictment against the Government and against the city of Rome. For ten months, the excavations have been stopped, and now even the pumping operations have been stopped, and the miserable spectacle may be witnessed of the fine marble effigies of the Flamens of Augustus half sunk in stagnant waters, putrid and otherwise offensive to a degree reflecting shame on the city. Everything, Signor Cannizzaro says, indicates that the work of finally recovering the Ara Pacis has been abandoned.

BENEVOLENCE in other lands takes forms which in this country would be deemed eccentric. A wealthy gentleman of high standing in Mantua has bequeathed nearly the whole of his estate to about as mixed a selection of public objects as could well be devised. His fine mansion and its beautiful grounds he leaves to the working men's organisation of the city, conditionally upon their making it their headquarters, as to which there will probably be no insuperable objection. A princely sum of £160,000 is bequeathed to the Commune of Romofestato, in the Mantua province, to be used in providing a home for the aged, and in constructing ride baths and public buildings.

THE MUTINY ON THE "GARONNE."

CAPTAIN LOWE'S STORY.

HOW THE RIOTERS WERE QUELLED.

IN reference to the mutiny on the American s. s. "Garonne," on which are a large number of Russians, who are being conveyed from the Far East to Odessa. On June 9, "the Times of Ceylon" interviewed Captain L

PURELY PERSONAL.

A story illustrating the well-known kindness of the Duke of Sutherland reaches me from Northamptonshire, where his family's seat, Trentham is situated. Two girls, of humble position, having journeyed from Crewe to partake in some merry-making at Longton, had the misfortune to lose the last train home from Stoke-on-Trent. The railway officials, taking compassion upon their tears, did all they could to make the hapless damsels comfortable in the ladies' waiting-room, and bade them await the early morning train. In the small hours of the morning a special rumbled in containing the Duke en route for Scotland. Remembering the two girls weeping in the waiting-room, the officials approached the Duke, who not only at once welcomed the benighted ones into his train, but on arrival at Crewe personally chartered a cab and told the driver to drive them to their respective homes and explain the cause of their late arrival.

The annual session of the General Assembly of the Church of Scotland was opened in Edinburgh the other day and Lord and Lady Leven and Melville have taken up their residence at Holyrood Palace. Lord Leven—the Lord High Commissioner of the moment—was born in 1858, is a hale, hearty man and enjoys a well-deserved popularity. High state is maintained at Holyrood Palace, and Athole sovereignty will be carried out in every detail. The Lord High Commissioner is appointed afresh every year and receives the sum of £2,000 for his services, every one rises when he enters the room, an escort of cavalry is provided, and he enjoys the title of "Your Grace" during his fortnight's term of office. The wife of the Lord Commissioner also bears the temporary appellation of "Her Grace," and she has her Maids of Honour in attendance.

Open-handed hospitality prevails, and as many as a hundred guests are entertained at big banquets every evening. Dancing is discountenanced, but stately receptions are held at the Palace. The business of the General Assembly is presided over by a Moderator, an important personage who receives the sum of £400 a year, and dines officially with the Lord High Commissioner every evening throughout the session. This Scottish functionary is himself given to hospitality, which in his case, consists of huge breakfasts of seventy to eight guests given at eight o'clock every morning. There are wonderful Gobelin tapestries and Dutch carvings in the rooms at Holyrood, also many exquisite but sad, faded embroideries, and there is one card table, curiously worked with Court cards, which was undoubtedly the work of the ill-fated Mary Queen of Scots.

Many important Scottish peers have held the post of Lord High Commissioner. Among these may be mentioned Lord Tweeddale, Lord Breadalbane, the late Lord Stair, and the late Lord Galloway. It is a curious fact that the greater number of peers selected for this post have been Episcopalians and not Presbyterians as would naturally be supposed. An exception to the rule was provided by the late Lord Stair, a rigid Presbyterian and—oddly enough—a nominee of Mr. Gladstone. By-the-way, there is no Scottish peer who is the holder of a title less than two hundred years old. And this is due to the fact that on the Union of Parliaments in 1707 no prerogative was given to the Crown to create new Scottish peerages.

Vice Admiral Birilieff, who has just been appointed Commander-in-Chief of the Russian Fleet in the Far East, is by some years the oldest admiral that has had that onerous post. He is sixty-three years of age, but he is so lean and his face is so lined that he gives one the impression of being much older. Although he has seen little of what is regarded nowadays as service, there is no doubt about the fact that he is a shrewd, far-seeing officer, and a first-class disciplinarian. Indeed, so heavily did he make his iron rule felt when he was first installed as Commander-in-Chief of the little fortress town in the Gulf of Finland, on the departure of Admiral Makaroff for Port Arthur, that the whole citadel arose up in arms against him, and he was compelled to make a hurried departure to Libau. In person he is small and somewhat twisted; he walks with a pronounced limp, and is afflicted by a serious impediment in his speech, which makes it impossible for him to deliver his orders personally to his men.

The Admiral's whole personality seems to suggest that he has stepped out of one of Dickens's novels and his somewhat dry humour (when it is articulate enough to be understood) enhances the similarity. He is a great favourite with the Grand Duke Alexis, who once is said to have referred to him as his best and only friend. A true friend Admiral Birilieff has undoubtedly proved himself to be on many occasions to those who have many claims on his esteem; but he is also a brave and fearless foe, as he spent a considerable time in England some years ago when the famous ice-breaker, the Ermack was being constructed on the Tyne, and picked up a fair knowledge of our language, but it is acknowledged frankly that he has no affection for this country or its inhabitants. During his term of office as Commander in Chief of Cronstadt every merchant ship that sailed from an English port was placed under the most rigorous supervision and its officers subjected to the most stringent restrictions. His life has been threatened many times by the excessive Committee, but his fearless attitude seems to have disarmed its would be assassins, for no attempt has yet been made on his life.

The Dowager Marchioness of Waterford, whose death has occurred at a very ripe age, had little expectation of attaining the rank of Marchioness when, in 1843 she married the Rev. Lord John de la Poer Beresford, a country rector in the County Armagh. The young parson was only the fifth son of the second Marquis of Waterford, and his elder brother the third Marquis had just married a daughter of Lord Stuart de Rothesay. The second brother was all odds on the Irish Earldom of the third Marquis and no family, and the Rev. Lord John a marquis; and the day, wind and sky signal for all the world on the marriage, was a Marchioness for nearly half a century. Except for the death of his eldest son, the Marchioness of Waterford was singularly happy in her family. Lord Charles Beresford, her second son, has won the highest naval honours, and Lord Marcus Beresford, who is manager of the King's stud, is one of the foremost and best of our sportsmen of the day. But, then to be a Beresford is to be a sportsman, and down in Waterford the still talk of the famous race in which Lord Charles, William, and Marcus Beresford rode their own horses, each of the brothers having skilful backers amongst the peasantry.

A visit to Rodin's studios Rue de l'Universite reveals the fact that three of the portrait busts being finished there are destined for England. First there is a marble of Miss Eve Fairfax, sister of Mr Guy Fairfax of Yorkshire. From the setting of the solid white block we have learned to associate with Rodin, there emerges a beautiful head, poised a little to one side on a long, graceful neck. It is the work of Rodin—that is all the critics that need be passed on it as no work but it may be added that few if any of the great sculptor's portraits of women are so full of psychological as well as feminine charm. Here and there a black pencil mark to guide the chiselling of the simply-dressed hair shows that there are finishing touches to be made; indeed, Rodin talks of placing a little dais over the head so that a shadow may give additional mystery to the expression. A bronze head, cut off a little below the nude neck, shows us Mr George Wyndham at his handsome best; and the same treatment has been accorded the bust of the dead poet Henley, which is to be placed in St. Paul's. This also is in bronze, and the delicate face will be enshrined in a niche that has given Rodin some trouble, two styles having proved unsatisfactory on "marriage." A sort of Renaissance has now been decided on, and the work will be in its final resting place before the end of the year.

There was a strong mustering of braw lads and bonnie lassies from across the Border at the annual dinner of the London Scottish Border Counties Association, held a few nights ago at the Hotel Cecil.

One of the most interesting personages at the Borderers dinner was Dr. J. A. H. Murray, of Oxford who is one of the most eminent philologists of the day. Dr. Murray, with his long snow-white beard looked hale and hearty, and had some interesting things to say about the days of his youth. Referring to his latter day work on the encyclopædia Britannica, and the present herculean task he is engaged on as editor of the "New English Dictionary," he went back some sixty years and, at his early studies philology as subject was first aroused by the orders of Henry Scott Riddle to translate portions of the Canterbury Tales into Lowland Scotch. Riddle's work was well received, and James Murray tried to do better, as a result he published with satisfaction to himself and profit increased a pastoral ballad—"Auld Roxburgh and a Border story—that of Jamie Wheeler Dr. Murray's pastoral ballads and sea-shanties were ever published I cannot say, but in any case his literary works have followed this humble beginning.

Pneumonia has felt the epidemic of cerebro-spinal meningitis with exceptional severity, though it should, perhaps, be stated that the disease has been almost entirely confined to the provinces of Italy. Up to April 30, there have been 1,435 cases and 9 deaths, of which 1,013 cases and 932 deaths were in Silesia. The epidemic has created such an impression on the public mind that it is doubted by many whether the authorities in passing enactments have taken sufficiently strong steps or provided sufficient precautions for dealing with outbreaks of disease.

GOUT

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Gouty Eczema.
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The most striking fact that needs to be realized in regard to Gout, Rheumatism, Rheumatic Gout, Stone, Gravel, Sciatica, Lumbago and Gouty Eczema is that all alike spring from the same source. Each of these troubles is a consequence of the failure of the kidneys to do their work thoroughly, properly, completely, and efficiently. The function of the kidneys is to relieve the body of waste matter, and as long as they do this you will not suffer from the troubles we are now discussing; but if this function is inefficiently performed, discomfort and pain will ensue. Bishop's Varalettes assist nature in the direction indicated, and are therefore the remedy required in all such maladies as those referred to above.

PROOF.

BISHOP'S VARALETTES IN GOUT. "Having received such perfect benefit and relief "from Bishop's Varalettes for gout, I am "writing "this to request you to send me samples of the same, "as I am desirous to introduce them in my practice here. I suffered "a martyrdom before using Bishop's Varalettes, and now for at least "three months I have not had even a twinge of it.—Dr. JEKSON, "Hope Street, Cape Town."

But many readers of the preceding matter will say that they have never, to their knowledge, suffered from any such disorders as are mentioned above. It is perfectly true that you may not yet have had any of the specific troubles mentioned, but you may have noticed some rather unpleasant symptoms, though thus far they have only been slight. Perhaps you feel irritated between your fingures, in the palm of your hand, or about your ankles, or there may be a burning sensation on the skin; you may possibly notice little concretions on the outer rim of the ear or little lumps under the skin on the arms, breast, or legs; a good meal is followed by acidity, heartburn, or flatulence; your liver is inactive, and this causes aching in your right side. Perhaps you pass grains of uric acid, or your joints are stiff or enlarged, or you are conscious of pains in your muscles every now and then.

Such discomforts indicate the fact that there is some departure from the standard of perfect health, and a little immediate attention and three or four weeks' treatment will prevent, may be, years of suffering later. Bishop's Varalettes dissolve the waste matter that the kidneys are failing to eliminate, and break up accumulations of the urates, and with the expulsion of the waste matter through the natural channels your unpleasant symptoms cease.

The most important thing when the first symptoms of uric acid trouble are noticed is to commence Bishop's Varalette treatment immediately. There is no possible advantage in delay, as the only effects of procrastination is to give time for the trouble to strengthen its grip on the system, and cause the patient to endure suffering which might have been avoided.

PROOF.

BISHOP'S VARALETTES IN RHEUMATISM. "From the benefits I have derived from Bishop's "Varalettes I shall take them all my days. I "shall not only go on taking them, but I consider it a pleasureable duty to bring them under the notice of "anyone I find suffering from rheumatism.—J. McGOWN, 31, Back "Piccadilly, Manchester."

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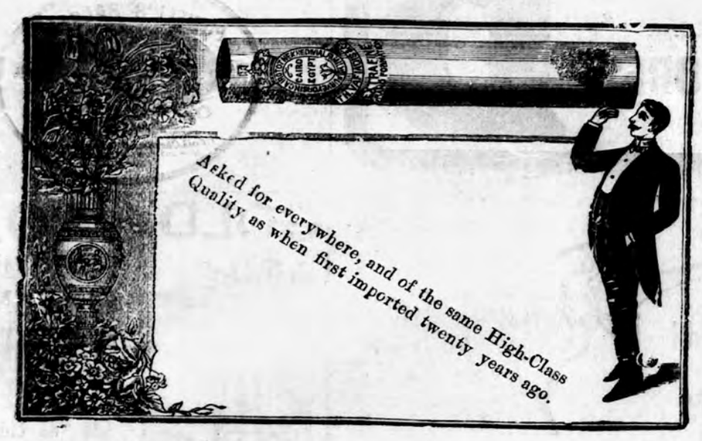

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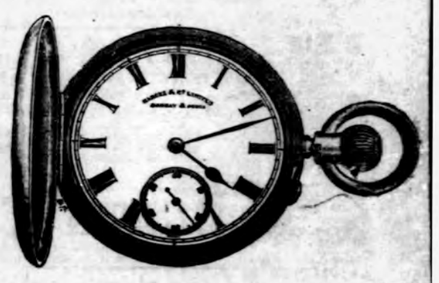

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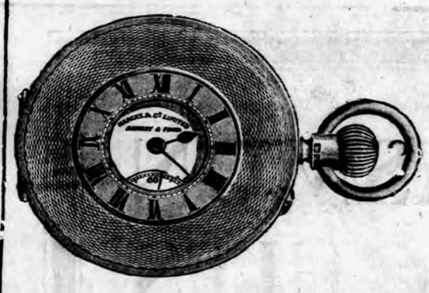

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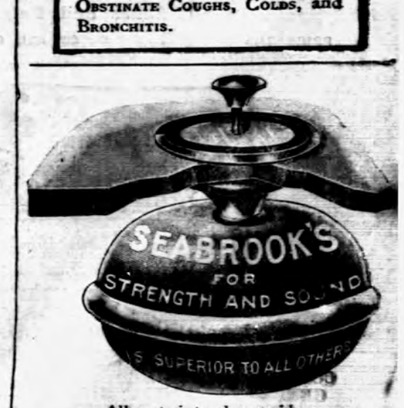

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